हमको लगभग 5 हजार करोड़ रुपये का अतिरिक्त मुनाफा होने वाला है। मैं एक पंक्ति पढ़ना चाहता हूँ, जो बड़ी रोचक है कि अगर वह बढ़ा देंगे तो उसका क्या फायदा होगा। इन्होंने कहा है कि अगर हम एक टन बढ़ाएंगे, तो हमें एक करोड़ से अधिक फायदा होगा। उपसभाध्यक्ष जी, मैंने उसको थोड़ा जानने की कोशिश की। एक मिलियन में जब हम टन ले जाते हैं, 10 लाख टन, तो 55 करोड़ का फायदा होता है और अगर आप एक एक्स्ट्रा लोड करते हैं, तो वह 10 बिलियन टन हो जाता है। यह तो सीधा है, फायदा तो होगा, लेकिन इसकी कीमत क्या होगी? इसके बारे में कभी तो चर्चा करने की आवश्कता है।

उपसभाध्यक्ष जी, रेलवे में फ्रेट मूवमेंट और सेफ्टी के बीच हमेशा द्वंद्व चलता है। The freight people will say, "Increase the traffic. Increase the load." The safety people will say, "Don't do it. It will have long-term implications. "यह चलता रहता है। 30 साल से यह माँग थी, मैंने जानने की कोशिश की, कि टनेज़ को बढ़ा दिया जाए। सेफ्टी को उस पर आपत्ति थी। शायद पिछले मई में कमिश्नर फॉर सेफ्टी ने भी आपत्ति की कि नहीं करना चाहिए।

THE VICE-CHAIRMAN (SHRI DINESH TRIVEDI): Mr. Prasad, if I can request you to yield for just half-a-minute, hon. Finance Minister would lay the Supplementary Demands for Grants (General) 2005-06.

SUPPLEMENTARY DEMANDS FOR GRANTS (GENERAL), 2005-2006

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): Sir, I lay on the Table a statement (in English and Hindi-showing the Supplementary Demands for Grants (General) for the year 2005-2006 (March 2006).

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## GENERAL DISCUSSION ON BUDGET (RAILWAYS), 2006-2007—*Contd.*

**श्री रवि शंकर प्रसाद:** सर, मैं बता रहा था कि 30 वर्षों में टनेज का एक्स्ट्रा देने के लिए आपत्तियां थीं। 30 साल से टनेज को आगे नहीं बढ़ाया गया। कमीश्नर, सेफ्टी को भी आपत्ति थीं मैंने जानकारी की है पिछले मई में रेलवे सेफ्टी कमीश्नर ने आपत्ति की थीं अब 30 साल के बाद आपने बढ़ा लिया। अच्छा है, आपको शायद क्षणिक लाभ तो मिलने की एक मृग-मारीचिका दिखाई पड़ती है, लेकिन इसके दूरगामी परिणाम क्या होंगे, यह एक बड़ा सवाल हैं इसका असर ट्रेक के उपर पड़ेगा, ट्रेक में फटीक आएगा और जो रेलवे सेफ्टी फंड से ट्रेक को अधिक इम्प्रूव करने की कोशिश की गई, तो उस पर असर पड़ेगा। मुझको खुशी होगी, अगर माननीय रेल मंत्री जी इस दिशा में हम लोगों की शंकाओं का निराकरण करेंगे। क्योंकि यह एक बहुत ही गंभीर विषय है, शायद ऐसा न हो कि यह दो, तीन, चार साल बाद हमारे दीपांकर बाबू रेल मंत्री बनेंगे तो उन्हें लगेगा कि कोई ट्रेक में दम ही नहीं बचा है, इसलिए थोड़ा सा दूरगामी विषयों को भी देखना चाहिए। ऐसा मुझे लगता हैं।

**श्री दीपांकर मुखर्जी** (पश्चिमी बंगाल): रेलवे मिनिस्टरी में खाली रेल मंत्री नहीं होते, इंजीनियर्स होते हैं, प्रोफेशनल्स होते हैं, दूसरे होते हैं। ....(**व्यवधान**)... We are not talking about only the Minister, but the Railway Minister, as a whole.

THE VICE CHAIRMAN (SHRI DINESH TRIVEDI): He wants to change the track.

SHRI RAVI SHANKAR PRASAD: Sir, Dipankarbabu is my *sansadiya guru*. Therefore, at times, I take liberty with him. There is no problem.

सर, मैं बता रहा था कि यह एक बहुत ही गंभीर विषय है। जो यह टनेज बढ़ाया गया है, इसके कारण रेल की पटरियों की सुरक्षा पर दूरगामी परिणाम पड़ेगा, इसमें सेफ्टी की आपत्तियां दरकिनार की गई हैं हमें बड़ी प्रसन्नता होगी, अगर इस दिशा में हमारा मार्गदर्शन किया जाएगा। आगे कहा गया है कि फ्लीट को रेशनलाइज कर दिया है, लेकिन इसके अंदर अगर देखें, तो इसमें दिशा का अभाव दिखाई पड़ता है। ये जो 47 आइटम्स हैं या 43 हैं, आपने उनको 27 कर दिया है ठीक है, आपने रेशनलाइज तो किया, लेकिन जो पहले low आइटम्स हैं, वे अब high चले जाएंगे और उनकी कीमत बढ़ेगी इसका भी असर पड़ने वाला है।

उपसभाध्यक्ष जी, एक बात मैंने यह कही कि भारतीय अर्थव्यवस्था के विकास का कारण रेलवे की सेहत में थोड़ा दिखाई पड़ता है, लेकिन रेलवे ने अर्थव्यवस्था को आगे बढ़ाने के लिए स्वयं क्या किया, यह एक बड़ा सवाल हमारे सामने है और यह सवाल मैं उठाना चाहता हूँ। मैं इस बजट में आर्थिक विकास को रेलवे के द्वारा गति देने के क्या-क्या पैमाने हैं, वह ढूंढ रहा था, जो मुझे इसमें दिखाई नहीं पड़े। माल ढुलाई आज रेल से हटकर सड़क मार्ग पर जा रही है, बड़ी संख्या में जा रही है और उसका कारण समय से ढुलाई का होना है, उसका कारण मूवमेंट का सही होना है, उसका कारण सेफ्टी और सिक्योरिटी है। सिर्फ लोहा, स्टील, कोयला, यही तो आपका घूमता है, कभी-कभी पेट्रोलियम प्रोडक्ट्स बड़ी संख्या में घूमते हैं, क्योंकि उनकी भी अपनी मजबूरी होती है। हमें यह देखकर बड़ी खुशी होती,अगर इस बजट में इस बात का संकेत होता कि हमने इतने परसेंट फ्लीट ट्रेफिक को रोड से रेल की ओर खींचा है या हमारी यह स्ट्रेटजी है, जिससे हमें और इन्कम मिलेगी। यह जरूरी है कि वैगन का टर्न-एराउंड टाइम से होना चाहिए, अधिक लेट नहीं होना चाहिए, डिलीवरी टाइम से होनी चाहिए। अगर हम पूरे बजट में देखें तो माल ढुलाई में विकास की संभावना इनका यूएसपी है, फास्ट ट्रेकिंग, रिकार्ड ट्रेकिंग, ऐसे कई शब्दों का प्रयोग किया है। तो इस फ्लीट के माध्यम से रेलवे को भारतीय अर्थव्यवस्था में सुधार के लिए समानान्तर सहयोग का उपकरण बनाया जाए, इसके क्या-क्या पैमाने हैं, वे मुझे दिखाई नहीं देते हैं। इसलिए मैं यह कहता हूँ कि विजन और मिशन, ये दोनों कारण हमें इसमें दिखाई नहीं पड़ते।

आदरणीय उपसभाध्यक्ष जी, इसके बाद मैं राजस्व की उपलब्धता पर आता हूँ, अवेलेबिलिटी ऑफ रेवेन्यू पर । यह एक बड़ा सवाल है। अगर हम कहीं बजट को देखें, तो इन्होंने 23,471 करोड़ का प्लान प्रोवाइड किया है और कहा है कि it is the highest provision ever, ऐसा कुछ शब्द है। मार्च, 2005 में अगर देखें, यह बहुत आवश्यक है, मैं कहना चाहूंगा। Is the hon. Minister here? Yes, Minister of State is here.

As on March, 2005 for the ongoing projects, 47,000 crore of rupees were needed. अभी आपने फ्रेट कोरीडोर की बात की है, उसमें 22,000 करोड़ रुपये का खर्चा होगा। यह आपने स्वयं बजट में कहा है। 47,000 करोड़ रुपये मार्च, 2005, 22,000 करोड़ फ्रेट कॉरिडोर, 23,000 करोड़ रुपए बजटरी प्रोविज़न। अब मैं थोड़ा बताना चाहता हूं कि क्या-क्या अनाऊंसमेंट किए थे पिछले बजट में, उन्हें जानना भी बहुत जरूरी है — 2004-05 में 52 सर्वे की घोषणाएं की गईं, सिर्फ 27 कम्प्लीट हुए, 2005 में 140 सर्वे अनाऊंस किए गए, 65 कम्प्लीट हुए, 2006-07 में 32 अनाऊंसिज किए गए, अब देखते हैं क्या होता है। अब मैं प्रोजेक्ट की बात पर आता हूं। 2004-05 में 1,654 किलोमीटर लाइन का अनाऊंसमेंट हुआ- नई लाइन, डबलिंग, गेज परिवर्तन इत्यादि के बारे में 2005-06 में 3165 का अनाऊंसमेंट किया गया, जिसमें गेज कन्वर्ज़न और डबलिंग है और 2006-07 में 2,085 किलोमीटर की घोषणा की गई है। इस पर मैं बाद में आऊंगा, लेकिन मैं एक बात कहना चाहता हूं कि गेज कन्वर्ज़न का सर्वे, सर इसकी भी एक इंटरेस्टिंग पॉलिटिक्स हैं मैने जानने की कोशिश की और जब मैं पिछले बजट को देख रहा था, तो मुझे एक बहुत रोचक बात मालूम हुई। महोदय, अगर आप पिछले बजट को, 2005-06 के बजट को देखें और इस बार के बजट को देखें तो 2005-06 के बजट में माननीय रेल मंत्री महोदय ने कुल मिलाकर 46 नई सेवाएं उपलब्ध कराने का प्रावधान किया था, जिनमें से 15 थीं अमान परिवर्तन के बाद। If the gauge conversion work is yet to be completed, what was the need to announce new trains? अब यह किसके लिए किया गया, यह मुझे समझ में नहीं आता। उसी प्रकार से इस बार भी देख रहा हूं कि 5,6 सेवाएं हैं अमान परिवर्तन के बाद, लाइन बनने के बाद। मेरे ख्याल में रेलवे के बारे में घोषणा करने की कहीं न कहीं कुछ सीमा होनी चाहिए। There ought to be some limitations on making reckless announcements without reference to actual implementation. लेकिन, सर अगर मैं इनकी बात मान लूं, मंत्री जी ने सदन में घोषण की, जो बजट का पार्ट है। मैं फिर आता हूं 47,000 करोड़ रुपए मार्च, 2005 में, 22,000 करोड़ फ्रेट कॉरिडोर के लिए, 23,175 करोड़ का बजटरी प्रोविजन और यह जो आपने तीन साल में अनाऊंस किया है, इसमें लगभग 50,000 करोड़ Therefore, as on March 2005, Rs. 47,000 crores, Rs. 22,000 crores for freight corridor and around Rs. 45,000 plus crores for the new projects you have announced. This comes to nearly Rs. 1,20,000 crores. Against that, you have a budgetary provision of Rs 23, 000 crores. पैसे कहां से आएंगे, यह मुझे समझ में नहीं आया। आपका जो नेशनल सिक्युरिटी फंड है, वह भी अगले साल समाप्त हो जाएगा, यह मुझे बताने की आवश्यकता नहीं है। इसलिए मैंने कहा कि तकदीर और तस्वीर बदलने के लिए थोड़ी कीमत भी चाहिए, विज़न भी चाहिए, मिशन भी चाहिए। विज़न, मिशन पर तो मैंने चर्चा कर दी, कीमत कहां है, यह मुझे समझ में नहीं आ रहा। And, I don't see any single whisper in the entire Railway Budget as to from where the Railway is going to generate the revenue for completion of all these projects. Why I say so, Sir इनका एक परफारमेंस बजट भी है, जरा मैं उसकी ओर भी माननीय मंत्री जी और सदन का

ध्यान आकर्षित करना चाहता हूं। Sir, I am reading from the Performance Budget of the Railways 2006-07, page 6, laid on the Table of the House. "The Annual Plan for 2006-07 has been proposed for an outlay of Rs. 23,475 crores, comprising of internal generation of resources of Rs. 10,000 crores, extra budgetry resources of Rs. 5,170 crores and capital from General Exchequer Rs. 6,800 crores. In addition, 710.86 crores has been proposed from the Railway Safety Fund. That is all. The target for freight from 2006-07 has been kept at Rs. 6,169 Million with an earning of Rs. 16,800 crores". Hon. The State Railway Minister, I would like to know from you three clear things: (a) How many projects are going on today for the past three years since you have taken over charge? What is the cost of those projects? (b) How Much money is available to you for that? (c) And how are you going to fund the present projects announced in the Budget of 2006-07? We would deeply appreciate, if a categorical answer is provided on the floor of the House. And from where will the money come? That is equally important. सर, यह कहना इसलिए जरूरी है कि बार-बार घोषणाएं, बार-बार घोषणाएं, और बार-बार घोषणाएं।

सर, जब घोषणाओं की बात आती है, तब इसमें कहा गया है कि हमने पैसेन्जर भाड़ा एक पैसा भी नहीं बढ़ाया है। अब सवाल पूछने की इच्छा होती है कि किसने बढ़ाया? क्या किसी ने बढ़ाया? मैं पहले रेल बजट को देख रहा था, श्री मधु दंडवते जी ने 1977 में बजट पेश किया था, उन्होंने कहा था कि Let us be pro-common man. उन्होंने प्रोवीज़न भी किया था। मुझे याद है, तब हम पढ़ते थे और जब गाड़ियों से चलते थे तो उस समय पानी पीने के लिए उनमें सुराहियों का प्रावधान किया गया था, क्योंकि गर्मियों में पानी नहीं मिलता था। कुल्हड़ भी आया था। मैं जॉर्ज फर्नांडीस जी की बजट स्पीच पढ़ रहा था, उन्होंने कहा, Hence forward, no first-class compartment will be manufactured; only second-class ordinary class. इस तरह से सभी कोशिश करते हैं, लेकिन मैं इनकी इनाउंसमेंट्स गंभीरता से देखता हूं। श्री नीतिश कुमार जी ने जन-शताब्दी एक्सप्रैस चलाई थी।

सर, माननीय रेल मंत्री जी ने 20 मेल एक्सप्रैस ट्रेन्स को सुपरफास्ट कर दिया। हम सभी जानते हैं कि सुपरफास्ट का 20 रुपया अलग से चार्ज होता है। इस तरह से आपने दाम तो नहीं बढ़ाया, लेकिन मेल एक्सप्रैस को सुपरफास्ट कर दिया। यदि कोई आम आदमी, कोई गरीब आदमी, मेल एक्सप्रैस में, ऑर्डिनरी थर्ड क्लास में या ऑर्डिनरी सैकेन्ड क्लास में चलना चाहता है, तो इसके सुपरफास्ट हो जाने के कारण उसे 20 रुपये एक्स्ट्रा देने पड़ेंगे। इस तरह से मैं यह जानना चाहता हूं कि किराया बढ़ा कि नहीं बढ़ा?

अब गरीब रथ चलाने की बात हो रही है। बिहार की सड़कों पर एक गरीब रथ पन्द्रह साल घूमा है और फिर उस रथ का क्या हुआ, यह मुझे नवम्बर में ही मालूम हो गया। यह कहानी

कभी और बताऊंगा। लेकिन यह जो गरीब रथ चल रहा है और मैंने यह जानने की कोशिश की ...(व्यवधान)...

**श्री मोतिउर रहमान (बिहार):** आपका भी गरीब रथ चलने वाला है, घबराइए नहीं।

**श्री रवि शंकर प्रसाद:** आपका भी समय आएगा, अभी आप बैठिए ना, थोड़ा सा संयम रखिए। सर, जब मैंने यह जानने की कोशिश की कि पटना से दिल्ली के लिए गरीब रथ का भाड़ा क्या होगा, तो हिसाब लगा कि 500 से 550 तक पड़ेगा।आज की तारीख में अगर ऑर्डिनरी मेल एक्सप्रेस में पटना से दिल्ली आप 200 रुपये में आ या जा सकते हैं तो 500 या 550 रुपये का क्या मामला है? I would like to know this from the hon. Minister. What shall be the tariff for passengers, the ticket charges, in the Garib Rath, and how shall it compare with ordinary mail express? I would like to know from you. Therefore, please, don't take the people of the country for a ride by giving the name of trains, which are costly trains, under the garb of Garib Rath.ऐसा लगता है कि शायद गरीबों के साथ मज़ाक भी होता है।

सर, अब कहा गया है कि पैसेंजर ट्रेन्स का भाड़ा नहीं बढ़ाया गया,अच्छी बात है, लेकिन मैं आपको बताना चाहता हूं कि एसी क्लास का भाड़ा घट गया, मुझे यह समझ में नहीं आता है। मैं आम आदमी के बारे में सोच रहा था कि आम आदमी की टिकट का भाड़ा तो नहीं घटा, लेकिन एसी क्लास का भाड़ा घट गया, इसका कारण कुछ भी हो सकता है। इसमें आम आदमी की कितनी चिन्ता है?

सर, आजकल रेलवे के अन्दर कुल्हड़ और खादी की राजनीति बहुत होती है। श्री मधु दंडवते जी ने 1977 में अपने बजट में कुल्हड़ का प्रावधान किया था, लेकिन इसकी राजनीति नहीं की थी। कहा गया कि आम आदमी के लिए कुल्हड़ आ रहा है, क्रान्ति हो जाएगी। सर, मैंने यह जानने की कोशिश भी की और मैं अपने मित्र श्री रुद्रनारायण पाणि जी को बहुत साधुवाद दूंगा, उन्होंने आज से चार दिन पहले एक सवाल पूछा कि रेलवे ने कितने कुल्हड़ खरीदे और कितने की खादी खरीदी। सर, इसका जवाब बहुत जोरदार है यह तारांकित प्रश्न संख्या 188 दिनांक 03.03.2006 के माध्यम से, यानि आज से सिर्फ तीन दिन पहले माननीय रेल मंत्री जी से पूछा गया। श्री रुद्रनारायण पाणि और श्री सुरेन्द्र लाठ जी ने पूछा, "क्या रेल मंत्री यह बताने की कृपा करेंगे कि बजट 2004 की घोषणा के बाद रेलवे द्वारा अब तक खादी और कुल्हड़ों की कितनी मात्रा में खरीद की गई है?" इसका उत्तर बड़ा ही रोचक है। उत्तर में कहा गया है "2004 की बजट घोषणा के बाद अभी तक भारतीय रेल लगभग दो करोड़ रुपये के कुल्हड़ की खरीद कर चुकी है और खादी हैंडलूम की खरीद पर 54 करोड़ रुपये व्यय किए गए हैं।

क्या मजाक है? Sir, I am really pained by this reply.We have got seven thousand stations; we have got sixteen thousand trains; we have

got 1.5 crore passengers travelling daily और दो करोड़ का कुल्हड़, यह क्या मजाक है? इससे बड़ी शर्मिंदगी की कोई बात हो नहीं सकती। 54 करोड़ की खादी, तीन दिन पहले का जवाब है, जो इस हाउस में दिया गया है, इसलिए कहता हूं कि कुल्हड़ के नाम पर मजाक करना बंद कीजिए। रेल मंत्री जी आयें,आम आदमी के लिए, सामाजिक न्याय के लिए, कुल्हड़ की क्रांति होगी। ...(व्यवधान).... जहां हजारों करोड़ की बात हो रही है, वहां पर सिर्फ दो करोड़ का कुल्हड़ खरीदा गया। सर, इस कुल्हड़ की घोषणा पर मुझे ध्यान आ गया कि एक बार पटना से एयर कंडीशन्ड गाड़ी चली थी, उसमें सब्जी आयेगी, फल आयेगा, हर हफ्ते में आयेगा। वह हफ्ते में एक बार चली, पटना के लोगों का जबरन माल उठाया गया- सब्जी, भिंडी, करेला, कद्दू, सेब, लोगों को कहा गया कि दिल्ली के लोगों को माल अच्छा मिलेगा। एक हफ्ते के बाद वह गाड़ी दोबारा नहीं आई और अभी तक उन बेचारे लोगों का पैसा नहीं दिया गया। जिनका माल पहली खेप में गया था। यह क्या घोषणा हुई? एक घोषणा यह हुई कि जो इंटरव्यू देने के लिए जायेगा, इंटरव्यू कार्ड लेकर विद्यार्थी जायेगा, उसको टिकट में कंसेशन मिलेगा। यह हमको बड़ा अच्छा लगा, इसकी बड़ी चर्चा हुई थी। सर, हमने इसके बारे में जानने की कोशिश की तो पता चला कि सबसे अधिक बच्चे एग्जाम के लिए रेलवे में सफर करते हैं किसके लिए, वह भी रेलवे रिक्रूटमेंट बोर्ड के एग्जाम में क्लास थ्री और क्लास फोर के लिए। अब क्लास थ्री और क्लास फोर के रिक्रूटमेंट को देखें, तो वहां रिटन एग्जामिनेशन के आधार पर रिक्रूटमेंट होता है, इसमें कोई इंटरव्यू नहीं होता है। रेलवे जो सबसे बड़ा एम्पलायर है जिसके लिए पूरे हिन्दुस्तान से बच्चे उत्तर से दक्षिण और पूर्व से पश्चिम में लाखों की संख्या में जाते हैं, वहां कोई इंटरव्यू नहीं होता हैं एक हमको मिले कि सर हमको जाना है, वह कहे कि रेलवे ने मना कर दिया। कहा कि तुम्हारे पास इंटरव्यू कार्ड कहां है, तुम तो रिटन एग्जाम में बैठ रहे हो, यह कैसा मजाक है? और जो क्लास टू और क्लास वन के इंटरव्यू में जाते हैं, उनको रिटर्न टिकट फेयर मिलता है ये किस प्रकार की घोषणाएं की जाती हैं? अब पिछले में था कि तीर्थ यात्रियों के लिए कुछ घोषणा की गई। हमारे बिहार, झारखंड के जैन तीर्थ यात्री बहुत खुश थे, उनको भी लाभ नहीं मिला। मुझे लगता है कि इस तरह की लोक-लुभावनी नारे जो चलते हैं, इनको अब बंद करने का समय है। अजय मारु जी कह रहे हैं किसानों के लिए, अब देखना। सर, मुझे दो बातें रोचक लगीं। रेल मंत्री जी आजकल रेलवे की स्पीड बढ़ाने के लिए बहुत बेताब हैं।

अब क्या कहा गया है कि दिल्ली से चलेंगे, कोलकाता में आफिस से पहले शाम में पहुंच जायेंगे और वहां से शाम में चलेंगे, सुबह पहुंच जायेंगे। यह भी घोषणा है हावड़ा के बारे में।

सर, मैं थोड़ा इधर देख रहा था, दिल्ली-आगरा जो कि टूरिज्म के सैक्टर में सबसे प्राईम स्पॉट है, वहां भी 150 खाली प्रयोग के रूप में ही चली है, only on experimental basis, not beyond. अभी एक हफ्ता पहले मैं लखनऊ राजधानी से आ रहा था, उसमें बड़े सुंदर डिब्बे हैं, जर्मन डिब्बे लगे हुये हैं, मुझे अच्छा लगा। हमने पूछा कि इसकी स्पीड क्या है भाई? कहा कि सर, सौ से ऊपर नहीं जाते। जब आप 100 से ऊपर नहीं जाते, तो डेढ़ सौ का जो ताल ठोक रहे हैं बजट

में, इसका क्या मतलब है? Do we have the technological expertise? Are our tracks in a position to take so much of load? Therefore, Sir, I say, Mr. Minister, please, enough of these populist annoucements day after day without any implementation in reality. It is time to stop it. Therefore, I say, this Budget lacks mission and ambition both. सर, अब एक बात और सुनने में आई है। मंत्री जी ने कहा है कि रेलवे के स्टेशन्स को आर्कटेक्चर सुधारेंगे। इसकी भी चर्चा इसमें है। अच्छा होता, अगर रेलवे मंत्री जी पहले बाथरूम और गुसलखाना सुधारते। इसकी चिंता नहीं है। माननीय मंत्री जी मैं आपसे कहूंगा कि आप बाकी स्टेशन्स को छोड़िये दिल्ली के स्टेशन पर जाइये और अभी भी देखिये कि वहां वेटिंग रूम में कितनी भीड़ है, लोग कितने परेशान हैं। अगर दो नम्बर में जाते हैं, अगर ओल्डर कपल हैं, They don't have a place to sit because there is no waiting room except on platform no.1 in railway station in Delhi. कभी घूमते-फिरते जाइये, वहां के बाथरूम में । हम एम०पी० लोग जाते हैं, तो हमें थोड़ा-सा वीआईपी ट्रीटमेंट मिलता है, आम आदमी की क्या स्थिति है जाकर के देखिये। मुझे अच्छा लगता कि अगर आर्कटेक्चर को सुधारने के बजाय माननीय मंत्री जी कोशिश करते कि वेटिंग रूम सुधरे, बाथरूम सुधरे, उसके बारे में क्या कार्यवाही हो रही है?

इसलिए मैं बार-बार कहता हूं कि इस बजट में खाली घोषणाएं हैं। माननीय मंत्री जी, मैंने आपसे कहा कि भारतीय अर्थव्यवस्था के सुधार में रेलवे का क्या योगदान है, इसके बारे में अगर थोड़ा सा हमें बताते तो अच्छा लगता। आपके विचारार्थ मैं चीन से भारतीय रेल की तुलना करना चाहता हूं। चीन से हमारी प्रतिस्पर्धा चलती है, एफडीआई के क्षेत्र में, व्यापार के क्षेत्र में, ढांचेगत सुधार के क्षेत्र में। एक स्टडी हुई थी कि 1992 और 2002 के बीच चीन और भारत में रेलवे की तुलनात्मक स्थिति क्या है? अगर ये थोड़ा आगे बढ़ते, 2002 के बाद, तो इनकी स्थिति अच्छी लगती but yet, this is an indication as to the miles and miles which we have to go. यह रिपोर्ट मैं पढ़ रहा हूं– Indian Railways-An Overview से मैं सोर्स बता रहा हूं।

"In the early 1990s, the Indian Railways was bigger in terms of total route kms. as well as route km/sq.km. than the Chinese Railways.

In the period 1992-2002, the Chinese Railways extended its route km by 13,797 kms. (24 per cent), doubled track by 9,400 kms. and electrified track by 8,975 kms.

During the same period, the Indian Railways network grew by only 682 route km. (1 per cent), double track by 1519 km. and electrified track by 5,192 kms.

Investment outlays for the Indian Railways over the 1992-2002 decade totalled $17.3 billion, in contrast to $85 billion in the case of the Chinese Railways.

Between 1992 and 2002, the two railways carried almost exactly the same volume of passenger-km., but the Chinese Railways carried four-and-half times the freight km. carried by the Indian Railways".

Hon'ble Minister of State, this is a challenge for you. इसलिए मैं कहता हूं कि इस पूरे बजट में भविष्य की एक अच्छी दिशा दिखाई पड़ती कि यह चार-पांच काम हम करना चाहते हैं, जिसके माध्यम से हम भारतीय अर्थव्यवस्था में सहयोग करेंगे तो हमें अच्छा लगता। इसलिए सर, इस बजट का समर्थन करने में मैं अपने आपको थोड़ा पेरशान पाता हूं-नहीं कर पाता हूं, माननीय मंत्री जी, मैं बिहार से आता हूं इसलिए तीन बातें मैं बिहार के बारे में कहना चाहता हूं, पेंडिंग प्रोजैक्ट्स हैं, जो बहुत इम्पोर्टेंट हैं। अपने प्रदेश के बारे में कुछ नहीं कहूंगा तो शायद वहां की जनता के साथ नाइंसाफी होगी। सर, पटना-गया लाइन का इलैक्ट्रीफिकेशन बहुत दिन से पेंडिंग है, वहां सिंगल लाइन है, उसको डबल करने की बात है। मैं इसलिए कहना चाहता हूं क्योंकि Patna-Gaya line is the only line जो ग्रैंड कोर्ड और मेन लाइन को जोड़ती है। That area is Naxal affected area—Jehanabad and another area, which is well known. Therefore, from a strategic points of view also, the lines need to be doubled at earliest. What is the status of these projects? I would like to know about it. Three railway bridges are under construction. One is at Patna over the river Ganges. This project was properly sanctioned and everything has been done. The earlier Prime Minister went there. Your Minister also declared that he would go. What is the status of that bridge? Two more railway bridges are there. One is Munger on the river Ganga, and the other is on the river Koshi near Nirmalli. I would like to know about the status of all these bridges. सर, अंत में मुझे एक ही बात कहानी है और बहुत विनम्रता से कहनी है। रेलवे देश के विकास का एक बहुत बड़ा उपकरण है, इसके बारे में गंभीर चिंता करने की आवश्यकता होती है। वह चिंता तो दिखाई नहीं पड़ती लेकिन राजनैतिक चिंता बहुत होती है। यह बात मैं बहुत पीड़ा से बोल रहा हूं। रिपोर्ट आएगी लेकिन गोधरा रिपोर्ट के साथ जो मज़ाक किया गया है, एडमिनिस्ट्रेटिव इन्क्वायरी करके, That is very unfortunate. Why do I say so? Let us not play with the sentiments. मैं कनक्लूड कर रहा हूं। यह जो सेंटीमेंट्स के साथ खिलवाड़ करने की कोशिश की गयी है, बिहार का चुनाव था तो घोषणा हो गयी, अंतरिम रिपोर्ट की, अब असम का चुनाव आया तो फाइनल रिपोर्ट आ गयी। बिहार में क्या हुआ, हम सभी जानते हैं लेकिन the issue is, गोधरा में जो लोग मारे गए हैं, जो घायल हुए, उनके ऐवीडेंस को दरकिनार किया गया है और जो आरपीएफ की रिपोर्ट थी कि बाहर से गोलियां चलीं, उनको दनकिनार किया गया है। इसकी हम बहुत भर्त्सना करते हैं। उपसभाध्यक्ष महोदय, आपने मुझे मौका दिया, इसके लिए बहुत-बहुत धन्यवाद।

SHRI R.K. DHAWAN (Bihar): Mr. Vice Chairman, I rise, with your permission, to support the Railway Budget, 2006-2007, presented by the hon. Railway Minister, Shri Lalu Prasad. Before I say anything, I would

like to congratulate Lalu Prasadji for having presented a Budget which displays his pragmatic approach, determination, clarity and sensitivity. And it also shows that he has structured the Budget with a human face. Ravi Prasadji is a very seasoned politician; I have got personal regard for him.

SHRI RAVI SHANKAR PRASAD: Thank you.

SHRI R.K. DHAWAN: I was looking forward to be enlightened by his points, but I am totally dismayed after hearing his speech. Of course, it is the job of the Opposition to oppose for the sake of opposition. I can answer all the points raised by him, but it is not my job. Because the Railway Minister is here, he will answer.

SHRI RAVI SHANKAR PRASAD: I will welcome that if you reply.

SHRI R.K. DHAWAN: No; the Railway Minister is here to answer. So, he will let you know. But certain points which you have raised are why projects are raised, why promises are made and why the lines are promised. He forgot that it is the Members of Parliament who force the Railway Minister to announce them, at least, so that they can go to their constituencies and tell the people that the bricks have come, that the steel has come, and, at least, make these announcements. So, thse are the things which you have pointed out. Sir, I will only say that all the technical points that he has raised have an answer, which will they will be answered by the Railway Minister. Since he is a very seasoned person, I can only take solace from a famous quotation. The problem with the people who do not have voices is that you can reasonably be sure that they have pretty annoying virtues, and I think that, probably, this fits in with my friend, Ravi Shankar Prasadji. Sir, unfortunately, he does not see any vision. He forgets that the Budget is a remarkable amalgam of the philosophy, social philosophy, of Lalu Pradsadji, that he has always been saying about it, with his administrative experience, competence, commercial insight, wide-ranging financial management and devotion to modern technology, which he has tried to adopt, and his aspiring vision. What is this vision? In that vision you do not see anything. His vision is to transform the railways and their archaic infrastructure into the 21st Century by way of using the mdoe of communication, that is the railways through which lakhs and lakhs of people travel every day to different parts fo the country, and they constitute the most important factor in unifying India to hold candle to be the best and the finest railway system in the world. That is the vision of Shri Lalu Prasad which you should know. Sir, ever since Lalu Prasadji has taken over the Railways, there has been a significant growth and a learning curve in the

railways. Within 21 months of his stewardship, the Railways have achieved many strides which, probably, are not advisable to my friend Ravi Shankar Prasadji. Sir, I am not trying to be panegyric when I say that you should see the courage of the Railway Minister while finalising the Budget proposals in view of the magnitude of the problem involved, and the proposals demonstrate a paradigm approach.

3.00 P.M.

Sir, generally, the allocation of funds and the proposals of revenues in the Budget are taken as something under the category of zero-sum game, but this year, Laluji's Budget should be accepted as a win-win situation for all because it is oriented towards *aam aadmi*, which, probably, Ravi Shankar Prasadji does not see. He does not want the poor people to have the benefit of travelling by AC, even if they are to pay a little more. He wants them to stand in long queues. He wants them to be in the long queues, to wait for hours together pushing themselves forward. They are the only people not entitled. The poor people should not be encouraged to travel by ACC. They should be dumped into the third class passenger coach only. Even if they pay a little more extra, they should not be given this facility. That is the reason which he was trying to project.

Sir, we all know that at the time of the presentation of the Railway Budget, there are always apprehensions in the minds of the people that there will be an increase in the fares. There is always such a fear, especially, about the upper classes. If nothing less, people will say the rate of the railway platform ticket will be raised. But true to his pro-poor philosophy, Lalu Prasadji has turned these apprehensions wrong. with better economic discipline, the Railways have afforded not to hike the fares. On the contrary, he has offered concessions to first ACC and second ACC to which Ravi Shankar Prasadji has objected. He said, "What is the purpose?". He forgets that the idea to reduce the ACC rate is to complete with the airlines. I wish he were here to listen to all the points which he has raised, although I am not supposed to answer point to point. All the points that he has raised have an answer.

Sir, I had the privilege of watching the presentation of the Railway Budget for 16 years from the Official Gallery and then from 1990-96 and from 2004 onwards in this august House. If my memory does not fail me, it is for the first time that in the Railway Budget we see a reduction in fares. He might say that Shri Madhu Dandavate had also reduced the rates and all that. But I have never seen in any Budgets that were presented any faster trains, improved passenger facilities and upgradation. He also got objection to, say, white trains, etc. If they don't increase the speed, he would say,

"Why are you not doing it? Why are you not following the modern technology?". He compares with China; he compares with Japan. He does not know the speed of trains in Japan. Of course, the technocrats, the Railway Board, the team of the Railway Minister and he himself knows where the speed of the trains should be increased. It is not child's play that they suddenly announced it. But in no Railway Budget I have seen any such thing in the 16 years from the Official Gallery and for almost six years in this House.

Sir, the good news about the Railway Budget, probably, is that the Railways have secured healthy finasncial results and its performance has been on the positive side. The Railway Budget is a forward-looking one and it has many positive features which would help the Railways to sustain the growth momentum and support the over-all economic development. He has totally closed his eyes towards the new initiatives such as the Freight Discount Scheme, etc., which will make the Railways further competitive and a freight-customer friendly organisation.

Sir, he was talking and referring to the common man. If he goes through the Railway Budget proposals in detail and minutely, not for the sake of projections, but for assessing them objectively, he will find that the Railway Budget has everything for the common man from public-private partnerships, employment schemes, new ticketing schemes to keep 14 lakh people happy, amenities like cyber cafes, automatic ticketing machines, new-look stations designed by local architects and rail safety to new trains, new freight corridors and faster trains. All these measures will give benefit to the common man to which our friend, Ravi Shakar Prasadji, closed his eyes.

In the words of James A. Baldwin, renowned civil rights activist in America, and I quote:

"Anyone, who has ever struggled with poverty knows how expensive it is to be poor".

This is what Lalu Prasadji has struggled with. Lalu Prasadji has struggled with poverty and he knows how expensive it is to be poor. Since my friend, Ravi Shankar Prasadji, has never struggled with poverty, he doesn't know how expensive it is and that is why he wants no air-condition travel facilities for the poor people and that they should be dumped into the ordinary thing. Sir, the Railways have made remarkable turnabout and though the Budget is missionary towards reforms, it does not put any burden on the consumers. It is missionary but the consumers are not burdened with anything. The other good news is the introduction of 55 new trains, specially the fully air-conditioned "Garib Rath" for the poor. Sir, the installation of

automatic ticket vending machines will spare the public the inconvenience to be faced while standing in long queues or depending on the agents who deploy vey undesirable methods to cheat consumers or the passengers. Sir, we have to appreciate the benefits of the common man, such as easy access to tickets in rural areas under the Gramin Ticket Booking Sevak Scheme. Apart from facilitating the purchase of tickets by the poor, the schemes will also help in giving employment to the youth. Sir, for the first time, the Railways have introduced incentive schemes to draw passengers with different pricing which are quite common in the world. When it comes to real things, positive things in the Budget, he closed his eyes, but, then, he refers to China and other countries. Sir, as per this policy the rates for non-peak season and the empty flow directions will also be less than the general rates. Sir, one of the key concerns has been the stagnation in capacity augmentation. The Ministry has taken the proposal of developing a freight corridor, initiated last year, forward. Sir, this freight corridor would be developed in two phases with an investment of Rs. 22,000 crores and would add a new dimension to the freight movement by the Railways in the country. Sir, as per the original Budget proposal, the Eastern Corridor project was extended from Ludhiana to Sonnager in Bihar. But now the Ministry is going to extend it to Calcutta and Port Harbour. I am sure, my Communist friends from West Bengal who are probably not here, will be happy with the Railway Budget and with Shri Lalu Prasad Yadavji. Sir, the new targets set this year to complete 11,000 kilometers of gauge conversion and doubling of 435 kilometers of track would enhance carrying capacity of the Railways. Sir, the new initiatives of the Railways aim to increase capacity by allowing double stack container train in March would be revolutionary. In the current year, Sir, the Railways are moving forward towards establishing a new record of loading 668 million tonnes which is a historic growth of 11 per cent. Sir, another remarkable acheivement is the introduction of e-ticketing scheme on all Rajdhanis, Shatabdis and Jan Shatabdis and other super-fast trains. The scheme will enable the passengers to get their reservations done while sitting at home. Is this not a big apportunity, is this not a big vision of Lalu Prasadji and his team who have evolved such a scheme? Sir, another praiseworthy scheme is under which passengers may buy tickets from the village itself. Equally laudable facility, Sir, is the Touch Screen facility at 66 locations to get travel related information by touching the computer. Although there is no mention of it in the Budget proposal but I know this has been done and this facility is proposed to be extended to 30 more locations. Sir, almost

these days, you ko that everybody caries mobile with him, and at times, in the trains, they do find it difficulty when their battery needs to be recharged. So the mobile charging facility has already been provided in all the AC III-Tier coaches in the Indian Railways and attempts are being made to provide in other trains also. Sir, there is an icnentive for milk producers, farmers, that is 50 per cent concession if they are travelling for training. Another notable feature is the policy of upgradatin of lower class passengers to higher class without any additional charge. Has it ever happened in the Railway Budget even though the Railway Ministry has been held by many stalwards since independence but I have never seen such a thing being done? This will, in effect, avoid harassment at the hands of the running staff, TTES and others in the Railways. I know what happens. There are vacancies in the higher class. Passenges in the lower category want to upgrade their tickets. Even after travelling half-of-the distance they are told, 'no seat is available.' Then, even if they are told that seat is available, the Railway does not earn any revenue, because running staff, TTEs and others manipulate and allow them to travel by taking money. So, at least, this will put an end to it and the people will be able to travel without paying any additional charge for higher class.

Equally praiseworthy is the decision to grant 50 per cent concession in 2nd and Sleeper Class fares to the handicapped persons for travel to institutes of national level, along with one attendant. Perhaps, he forgot that there are many people who travel from Patna in Bihar--his own State. I also belong to Bihar. It is my home State.They will be travelling. They have to come to institutes of natinoal repute. They are handicapped. They cannot afford to pay. Now, at least, they are getting, along with an attendant, 50 per cent concession from the Railways. Is it not an achievement for the common man? Is it not something that Shri Lalu has given to the common people?

It is ensured that trains carry more passengers by getting rid of the cargo facility and increasing the number of bogeys to 23-24. Through this strategy, the Buget expects to bring in an additional revenue of Rs. 1,670 crores in terms of passenger revenue in 2006-07 as compared to R.E. figure of Rs. 15,130 crores for the year 2005-06. He was inquiring where from the revenue comes. This is another soruce from where the revenue comes, apart from many other sources.

The clearest signal in the Budget is that the Railways have once again begun thinking big. This is manifested in its largest-ever Plan outlay of

Rs. 23,475 crores i.e., 32 per cent higher than the current Plan. Sir, big thinking precedes great achievement.

There has been a record-breaking performance in the first nine months of this year i.e., in 2005-06, and growth in freight and revenue is 10 per cent and over 18 per cent respectively.

Sir, now, I come how the Railways have become the booster to economic development. It is my humble opinion that we should compliment the hon. Railway Minister for a strong financial performance and improvement in the efficiency. It goes without saying that the Indian Railways has shown excellent results. Earlier, it was always strapped of funds. But, now, it is having surplus funds. Is this not an achievement of the Railways? This is a very big achievement. The Railways was short of funds and many projects could not be taken up. Many lines could not be taken up because of funds constraint. Now, they have surplus funds. How has this been achieved? This has been achieved only because of better management. It has resulted in incrase in the freight revenue generation. This has not come from the heaven. It is only because of the better management.

The decline in the Operation Ratio to 83.7 per cent is a good index, judging the financial well-being of the Railways. Sir, it is very pertinent to note here that on-going freight rationalisation has proved to be very productive and fruitul. The substantial increase in the freight traffic to 668 million thonnes this year is an indication of growing industry confidence and credit must be given to the Indian Railways for adopting progmatic and freight-friendly policy measures.

The new policy also allows the private companies to run contatainer trains. It has heralded a new era in the history of the Railways and the receipt of 14 proposals immediately after the policy announcement itself shows the confidence of industry in the Ministry of Railways and the way they want to start the container trains.

Sir, the policy, apart from supplementing the efforts of the Railways to provide efficient transport services, would help generate extra revenue to the Railways. This was also a point raised by my friend, Ravi Shankar Prasadji. The railway passenger fares and freigths remain unvarying for all seasons and for all routes; whereas, tariffs in the airlines and road transport vary, depending upon the demand and the season. And, to overcome this problem effectively and face the challenge posed by the stiff competition, in the recent years, the Railways had started a discount

scheme for non-peak season and empty flow direction for higher rates, which has been very succesful.

Sir, the proposal to make all 'A' and 'B' category stations, as model stations, deserve all compliments. We must again congratulate the Railway Minister for his decision to modernise the railway stations which were designed more than 100 years ago, and seeking assistance of acrhitects to make the buildings more beautiful and comfortable. The problem that he has referred to about the bathrooms is really a problem. But that does not mean that the railway stations, which were designed more than 100 years ago, when the modern technology is being adopted everywhere, should not be modernised. When they say that stations would be comfortable, the bathrooms would also be a part of the comfort which will be provided in the new stations. I must say that his criticism was only for the sake of cristicising as an Oppostion. Does he want the buildings, which were designed more than 100 years ago, in the dilapidated conditions? Nobody has been able to change them. Now, the global arachitects will be involved; they want to change the face of the buildings, modernise them, and that will include bathrooms also.

Sir, I welcome the assurance of the Railway Minister that there will be no paucity of funds in bringing about these changes, and all the projects will be complected on time.

Another thing that has been disturbing the minds of the hon. Members, not only the Members of Parliament, but the general public also, is regarding the safety and security. I am happy to note that the Railway Budget takes a remarkable approach towards the safety measures. It is a major challenge to ensure a risk-free journey in the Railways in a vast country, like ours. This is a very commendable task. Initial steps have been taken in this regard, and more and more steps are being taken to ensure risk-free journey.

The Budget proposes the complection of over-aged tracks and bridges and track ciruiting works on all stations on A,B and C routes by March, 2007. After the completion of these safety works, light rails on Golden Quadrilateral and its diagonals will be reduced by heavy rails and the works of multi-aspect colour lighting signaling will be completed at all the stations located on 'A' and 'C' routes.

In addition to this, the balance works under the Special Raiway Safety Fund will be completed by March, 2008.

Now, Sir, I come to the aspect of railway security. We do come across the incidents taking place in the Railways. The passengers are worried about the railway security. With a view to overcome this problem, the Railways have taken very effective steps by deploying 1,000 Railway Protection Force personnel everyday in passenger trains. It is not a small achievement. It means the Railways are conscious of their responsibility of ensuring the security of the passengers. That's why they have taken these steps.

In order to provide security to women passengers, the Railways are providing special squads in the compartments reserved for women. In view of the important role being played by the Railway Protection Force, measures are being taken to modernise the force so that they can be effectively deployed.

Then, I refer to a point in technological development.The modern-facility trains will be provided as per the proposal. New technology, LSP-design-passenger-coaches, will be used in Patna, Sealdah Rajdhanis also. To exploit the immense possibilities, as regards staions' beautification and modernisation, modern facilities, such as, ATMs, cyber cafes, etc. will be provided at all the major railway stations.

New high-capacity wagons, being designed and manufacture of aluminium and stainless wagons planned in 2007. Sir, there are many other noteworthy schemes in the Railway Budget, but because of paucity of time, I would not like to dwell on them at length. These are: Introducation of 55 pairs of new trains, removal of celling for booking luggage in brake vans, increase in the number of coaches in trains, introduction of double stack container trains, to make 200 trains super fast, increase in the manufacture of wagons by 25 per cent, construction of hundred community halls for the staff, availability of food at nominal rates for running staff during duty hours, extension of the maximum age limit for the Schelduled Castes, the Scheduled Tribes, and the Backward Classes. These are the broad points.

Sir, to conclude, I would like to thank the Railway Minister and his team for achieving healthy finacial results and excellent performance in freight and passenger operations.

Sir, it will really be scaling a historic height in freight and passenger business that will continue to make passesngers "rail ka raja". All these achievements are registered by the continuous hard work of the railway staff, the team in the Railway Board, able leadership of Dr. Manmohan Singh, and guidance of the UPA Chairman, Smt. Sonia Gandhiji.

Sir, before I conclude, I would like to make a few suggestions. Sir, I hold a very strong view that we should revise the pay structure of drivers. We should calculate the difference in the pay scales of the drivers of the trains and the pilots of airline. The responsibility on duty is almost equal. Lives of 100, 200 ro 300 passengers are in the hands of a pilot of an airline, whereas a little negligence on the part of a train driver puts to risk the lives of thousands and thousands of passengers. So, why should not the pay scales of train drivers be structured in a way that attracts more and more people from the well-educated families and they opt for this job?

Another suggestion that I have in this regard is this. With modern technology and rapid developments in the country, somehow or the other, this word 'driver' is not being appreciated by the younger generation. Now a days, children are educated, they go abroad, study there, do MBA and all that. They feel a little shy — I have personal experience — if we ask them, "What is your father doing? They say, "He is in the Railways." If we ask, "What is he?" Then, with great hesitation, they say, "Driver". Why cannot we think of changing the nomenclature of the designation 'driver'? Why cannot we call them "Train Pilots?" ...(*Interruptions*)...

THE VICE-CHAIRMAN (SHRI DINESH TRIVEDI): Captain of the Train.

SHRI R.K. DHAWAN: No; no. We can call them train pilots. Why cannot we call them train pilots? What is the harm in it? I am telling you, I have personal experience. A number of people from very rich families, by changing this nomenclature of the designation 'driver', will be attracted to this field. Now, trains are not run by coal and all that, that people will not want to go there; now they are all electric trains. People would want to go there. Similarly, we should also change the designation of 'guard'. This is also not liked by the younger generation. This was planned a hundred years ago by the Britishers. We are thinking of changing the facilities in the brake vans, so, why cannot we change the designation of guard also? Why cannot we call him 'Train Superintendent or Train Supervisor?' It does not make any difference. So, I think these things should be given a careful thought. We should change the designation of 'Driver' to 'Train Pilot' or any other suitable name that the Railways think is the best. Similarly, the designation of 'Guard' should also be changed. A guard is employed in the House, he is employed outside and an effective guard should be employed outside. somehow or the other, the younger, educated generation does not like the word, 'guard'. So, we should change it because this help us to attract brilliant people who might have does MBA and all that to come and join the Railways.

Sir, this train actuated warning system should be made available at all the railway crossings. Now, Sir, with the improved financial resources of the Railways, provision of more educational institutions be made for the wards of the Railway employees, especially, of the lower categories; they are the running staff and they are out of their headquarters on long duty hours. I know that eduction is a State subject; but why can't the railways provide some educational facilities for the wards/children of the employees of, at least lower categories? Sir, the railway authorities should also apply their mind to overcome the problem of traffic jams at railway crossing. At times, justification is given that the land given by the State Government is not sufficient to enhance the length of the crossing and all that. This is a matter for the railways to take up with the State Governments and to see to it that something is done to avoid those things. Then, Sir, provision for escalators for handicapped people should be there. If a person has to board a train, if I give you an example of New Delhi Railway Station, and, if he is handicapped, he has to travel from platform one to platform seven; so, it is not possible for him or her to go across the bridge and all that. Why can't we have at least that? I know that some years ago, I think, in 1995, an experiment was made at New Delhi Railway Station, but it failed because the people, instead of travelling themselves on it, they were keeping their baggage, trunks and everything. So, it failed. But that problem can be overcome if we have some escalators.

Lastly, I would say that I can realise that Laluji cannot expect appreciation of policies and programmes. As I said earlier, it is the job of the Opposition to criticise, as one of the easiest things to do is to find faults, and, sometimes, criticism is nothing but a mild form of envy. So, there has to be criticism. Sir, I am also conscious that Laluji is aware of his achievements; and, there is likely to be criticism from various quarters, who feel pained to see him going ahead to achieve his goal. When they find that railways are running at a very high pace, there is increase in their revenue, there is increase in every sphere of life; so, naturally, they will have envy. They have to go against him. Sir, I am sure, Laluji is not afraid of criticism because, as it is said, "the fear of criticism is the kiss of death in the courtship of achievement." Sir, Donald Rumsfeld said, "if you are not criticised, you may not be doing much." That also is there; so, let them criticise. When they criticise, at least, we will do more. But Indiraji had a different view about it. Indiraji said, "democracy is not licence to abuse, to make false allegations to weaken the confidence of the country or to denigrate the achievements." This is what is being done. Instead of appreciating the achievements of the railways, attempt is being made to

denigrate those achievements. Sir, as it is said, "destiny is not a matter of chance, but of choice. Not something to wish for, but to attain." I have a firm belief that Railways, under Shri Lalu Prasadji, will attain its destiny, through the reform process, but with humane treatment. Last but not least, Sir, while extending my compliments and encouragement to Railway Minister, I would like to quote the famous lines of Peter Drucker, "Great leaders do not do great things; they execute things brilliantly." Then, Ben Sweet Land said, "Success is a journey not a destination." Therefore, running the Railways is not a journey for Lalu Prasadji, but a destination to make the Railways first-class in the world. With these words, I conclude and I support the Railways Budget. Thank you.

SHRI V. NARAYANASAMY (Pondicherry): Sir, only one minute. As he was referring to drivers and all, the coats which the Ticket Collectors have been wearing for ten years, — the same coat without even washing — should be changed. They should have a good uniform, an attractive one.

SHRI TARINI KANTA ROY (West Bengal): Mr. Vice-Chairman, Sir, I rise here, on behalf of our party, CPI(M), to support the Budget proposals placed by the Minister of Railways with some reservations also, which, I believe, will be addressed by the hon. Minister.

At the outset, I would like to convey my thanks to the Railway Minister for generating a fund balance of Rs. 11,000 crores without raising the limit of freight and passenger fares during the last year. I hope that this trend will be maintained.

The Railway Budget for 2006-07 also proposes no hike in passenger or freight fare, but a few trains have been converted into super-fast trains, which is likely to causes fare increase. I request the Railway Minister to take care of this.

Sir, like the previous year, this time also, the hon. Minister has drawn a rosy picture for 2006-07. I want to draw the attention of the Government to some realities. The Budget document said that there is a wide gap between the target set for 2005-06 and target achieved in the matters of electrification, doubling, gauge conversion, locomotives, EMU coaches and track renewal (secondary stage). The Budget document said that up to December, 2005, only 44 route kilometres of electrification has been completed, whereas the target was 170 kilometres. For doubling, the target was 300 kilometres and the achievement is 90 kilometres only. For gauge conversion, the target was 825 kilometres and the achievement is only 335 kilometres.

Sir, so far as the locomotives are concerned, the target for diesel locomotives was 143 and the achievement is only 95. For electric engines, the achievement is only 87, against a target of 128. Similar is the condition of the new EMU coaches. Out of a target of 187 coaches, the achievement is only 81 coaches. So far as the track renewal (secondary stage) is concerned, the target was 1800 kilometres, but the avhievement is 1173 kilometres up to December, 2005. I do not know how the target will be fulfilled by March, 2006.

Sir, I am constrained to point out that the passenger amenities, punctuality and other co-related services to the passengers are the most neglected areas as yet. I have a personal experience in this regard. I was travelling by 5959 up Kamrup Express from Howrah to New Cooch Behar on February 25, 2006. I found that there was no water in the AC second-class bogey No. 98055. When I enquired, I found that the water pipeline of the compartment was damaged, and so water could not be stored as it was being drained out. So, Sir, I request that all old and damaged coaches or bogies should be removed immediately from all running trains. Now, Sir, I wish to draw the attention of the House to a few major aspects where the Government should concentrate. Obviously, the first one is safety. Though it is a fact that the number of accidents has come down, there are lots to do, particularly with the advent of new technology. Another aspect which the hon. Minister should look into is the punctuality of trains. I represent North Bengal, which falls under the NF Railway Zone, and I am sorry to point out that almost all trains reach their destinations late. So, a monitoring system should be introduced in this regard.

Sir, during the year 2005, Parliament had approved a Bill for the formation of a Rail Land Development Authority to look into the use of railway land. There are certain aspects that need to be addressed. For a long time, railway land has been used for commercial purposes and as residential colonies in many places. These need to be regularized. In many cases, the State Government has allocated land to the Railways free of cost, whereas for building railway overbridges or underpass and unmanned crossings, the Railways is asking the State Government to bear fifty per cent of the cost. I believe, as a reciprocal arrangement, these costs should be borne by the Railways.

In this regard, I would also like to point out that Railways collect special safety fund from the passengers and hence, Railways should accept this responsibility. The Standing Committee on Railways has recommended that the ratio between Railway Ministry and the concerned State

Government should be 75:25. I would request the hon. Minister to accept the recommendation and implement it. Regarding commercial utilization of the lands given by the State Governments, the concerned State Government should always be consulted before doing so.

Now, I draw the attention of the hon. Minister for Railways to two other major aspects. I hope the hon. Minister would recall that in the last Budget, he had assured that hawkers who used to sell their goods on local and other trains would be given licenses. I am sorry to point out that no tangible advancement on that score has yet been achieved and the railway hawkers are being subjected to all sorts of harassments by the railway, GRP and RPF personnel.

After the formation of IRCTC on 27th September 1999, the commissioned vendors have become victims of uncertainty. The Government has agreed to give employment to eligible commissioned vendors, but there are hundreds of commissioned vendors who have either crossed the maximum age limit to be a Government employee, or going to reach the retiring age of government employees. These poor commissioned vendors have served the interest of the Railways and the railway passengers for ages against a meagre commission on sale proceeds. These poor fellows would definitely be thrown out on the streets along with their family members if nothing is done for them.

Sir, I would suggest that as it is not feasible to provide pantry cars on all trains, IRCTC should arrange on-board catering/vending services within (train-side vending) or give them license to run their business on their own on payment of license fee. This is a serious issue as the livelihood of hundreds of commissioned vendors and their family members are at stake. I hope that the hon. Minister for Railways would not impose any policy that would take away the daily bread of the poorest section of people, most of whom are from the backward class.

Sir, it was quite unexpected that the freight corridor was not extended to Howrah to connect Kolkata with Delhi. In his reply the hon. Railway Minister had assured in the other House that this matter would be considered. I thank the hon. Railway Minister for his initiative.

Now, coming to my own Railway Zone, that is, NF Railway Zone. I would like to draw your attention to the New Maynaguri-Jogighopa project which is of very immense importance to nearly 1.5 crore people of the region. The region is part of West Bengal, lower part of Assam and a part of Meghalaya. As per assurance given by the Railway authority, a part

from New Cooch Behar to Dhubri will be completed by 2007 and total project would be completed by 2011-12. But the budgetary allocation in this Budget has been reduced. It was Rs. 42 crore in the last year. This year's allocation has been made only Rs. 35 crore. I would like to remind that the anticipated cost of the project is Rs. 894 crore and now the balance to complete the work is Rs. 733 crore. I wonder how many years it would take to complete the project in such a way. But this project is going to be the lifeline of the entire region. So, I request the Minister to ensure that fund does not become an obstacle for timely completion of the project. All other railways projects in the North-East should be given priority and every effort should be made to complete the Kumarghat-Agartala project in time. Gauge conversion work in this region should be expedited.

Sir, I would also like to draw the attention of the Railway Minister to another issue. The New Jalpaiguri-New Bongaigaon *via* New Cooch Behar mainline is, in fact, the lifeline of the North-East. But the line faces tremendous pressure and if doubling work is not complete in New Jalpaiguri-New Bongaigaon stretch, everything will be futile and would not serve any purpose at all. So, I request the Minister to look into the matter and complete doubling work from New Jalpaiguri to New Bongaigaon through New Cooch Behar and this doubling work should be taken up without further delay.

Sir, in the last year's Budget discussion I had raised the demand of extending the Haldibari-Mekhliganj new line survey to Changrabandha. Changrabandha is an important trading centre in north Bengal along the Bangladesh border and despite repeated requests, the proposal to extend the survey work up to Changrabandha is not yet accepted. This proposal for extension should be taken into consideration at an early date. Former Railway Minister, during his visit to Cooch Behar, had assured to run the Uttar Banga express - I raised this point in my last Budget speech also - -seven-days- a-week. But the promise has not been kept. In my last year's budget speech, I raised the point that this assurance should be made effective, and this is the long-standing demand of the people of this region.

Last year, I nad raised another demand for introducing a super-fast train from Siliguri to Sealdah. But, in this Budget, this is not pressed properly. I once again request the hon. Minister to consider the proposal and introduce the super- fast train.

Lastly, Sir, I would like to raise here that Laluji speaks against privatisation and outsourcing, but, unfortunately, he has presented a Budget this year with proposals for privatisation and outsourcing of maintenance of stations, retiring rooms, cleaning, ticketing and even catering system.

May I ask whether these proposals have been made according to the recommendations of the Rakesh Mohan Committee, suggesting privatisation of the Railways? If it is so, then I am not to support such recommendations.

With this, I like to conclude my speech. Once again, I render my support to the Budget placed for the year 2006-07. Thank you.

THE VICE-CHAIRMAN ( SHRI DINESH TRIVEDI): Shri Sanjay Raut. You have strictly two minutes.

**श्री संजय राऊत (महाराष्ट्र):** सर, मैं दो मिनट से ज्यादा समय नहीं लूंगा। मैं आपका आभारी हूँ। सर, रेलवे को मुम्बई के बारे में दो बातें कहूँगा। रवि जी ने तो सब कुछ कहा है। सर, रेलवे को मुम्बई से सबसे ज्यादा रेवेन्यु मिलता है। पहली बात तो यह है कि मुम्बई उपनगरीय रेल से लगभग 62 लाख यात्री यात्रा करते हैं, लेकिन इस बजट में महाराष्ट्र के दामन में खाली आश्वासन और निराशा के अलावा कुछ भी नहीं मिला है।

सर, रेल मंत्री ने कहा है कि 40 नई लोकल गाड़ियों और वर्तमान की 70 लोकल गाड़ियों को 12 डिब्बे का किया जाएगा, लेकिन प्रत्यक्ष रूप से ये गाड़ियां कब दौड़ेंगी, यह सवाल मुम्बई के रेल यात्रियों के मन में अभी भी बरकरार है। रेल मंत्री जी पिछले तीन साल से लोकल ट्रेन बढ़ाने की सिर्फ घोषणा करते आए हैं, लेकिन हुआ तो कुछ नहीं। इस बार के रेल बजट में भी मुम्बई के लिए सिर्फ छः लोकल गाड़ियों का प्रावधान किया है, जिनमें चार गाड़ियाँ पश्चिम रेलवे को और दो लोकल Thane- Vashi मार्ग के लिए मिलने वाली हैं और वह भी अगले साल।

सर, इस रेल बजट पर मैं तीखी टिप्पणी नहीं करूँगा, क्योंकि यह काम महाराष्ट्र के जो कांग्रेस के मुख्यमंत्री हैं, उन्होंने किया है। कांग्रेस के नेतृत्व में यू॰पी॰ए॰ सरकार दिल्ली में है और महाराष्ट्र में भी है। इस सरकार के मुख्यमंत्री ने साफ कहा है कि यह रेल बजट महाराष्ट्र के लिए घोर निराशाजनक है। यह कांग्रेस के मुख्यमंत्री ने कहा है। ... (व्यवधान)...

**श्री विजय जे॰ दर्डा (महाराष्ट्र):** इसका मतलब है कि कांग्रेस में डेमोक्रेसी है।... (व्यवधान)... शिव सेना में आप क्रिटिसाइज नहीं कर सकते। ...(व्यवधान)...

**श्री संजय राऊत:** हम भी करते हैं, आप भी करिए। ...(व्यवधान)... आपने स्वागत किया है, तो अच्छी बात है। नहीं किया है, वह भी हम मानते हैं। ...(व्यवधान)...

सर, पिछले चार दशक के दौरान महाराष्ट्र में सिर्फ 4 प्रतिशत रेल मार्ग का निर्माण किया गया। यही वजह है कि राज्य के बहुत-से हिस्से आज भी रेल यातायात से वंचित हैं, जिसका विचार इस रेल बजट में नहीं किया गया है।

सर मैं एक आखिरी बात कहना चाहता हूँ जो महाराष्ट्र के लिए बहुत गम्भीर है। महाराष्ट्र एक बहुत सहिष्णु और प्रगतिशील विचारों का राज्य है। पूरे देश से लोग रोजी-रोटी की तलाश में, नौकरी की तलाश में, महाराष्ट्र में आते हैं, मेहनत करते हैं, मुम्बई ने, महाराष्ट्र ने उन सभी को अपने आप में समाहित करने का कार्य किया है। महाराष्ट्र की जनता ने अपने न्याय और अधिकारों के लिए कई

बार आवाज उठायी। यह करते समय राष्ट्रीय एकता को खतरा ने पहुँचे, हमने इसका भी ख्याल रखा है।...(व्यवधान)... लेकिन, रेलवे भर्ती हो या और कोई भर्ती, केन्द्र की तरफ से महाराष्ट्र के साथ बार-बार अन्याय होता है। सरकारी आँकड़े इस बात की पोल खोलते हैं कि रेलवे भर्ती में बिहार और कर्नाटक की तुलना में महाराष्ट्र का स्थान नगण्य है। राज्य की जनसंख्या के आधार पर रेलवे में बेरोजगारों को प्रतिनिधित्व मिलना चाहिए और रेलवे भर्ती में महाराष्ट्र को उसका अधिकाधिक हिस्सा मिलना चाहिए। रेलवे में सबसे अधिक भर्ती हैती है, तो होने दीजिए, मुझे उस पर कोई आपत्ति नहीं है। उसके बाद कर्नाटक का नम्बर लगता है। मैं उसका भी स्वागत करता हूँ क्योंकि यह हमारा ही राज्य है, लेकिन अगर महाराष्ट्र के साथ अन्याय होता है, तो वह अन्याय दूर होना चाहिए। कुछ दिन पहले रेलवे के एक जनरल मैनेजर ने अपने अधिकार का इस्तेमाल करके 350 लोगों की जो भर्ती की, यह सभी भर्ती महाराष्ट्र के बाहर से थी। इससे महाराष्ट्र में बहुत निराशा होती है, मैं सिर्फ एक ही मांग करूंगा कि अगर महाराष्ट्र के लिए रेलवे में कोई भर्ती होती है, तो महाराष्ट्र के कम-से-कम 80 प्रतिशत लोगों को इसमें स्थान मिलना चाहिए और अन्याय दूर होना चाहिए। यदि आप महाराष्ट्र और गुजरात के लिए अलग से रेलवे रिक्रूटमेंट बोर्ड की स्थापना करते हैं, तो यह अन्याय दूर हो जाएगा। यह मेरी माँग है। मैं मंत्री जी से विनती करूँगा कि वे इसके बारे में सोचें। आपने मुझे बोलने का मौका दिया, इसके लिए धन्यवाद।

SHRIMATI S.G. INDIRA (Tamil Nadu): Mr. Vice Chairman, Sir, I am thankful for the opportunity given to me to participate in the discussion on the Railway Budget. I must thank the Chair because for the past two years. I have been given this opportunity. Sir, we have been making our demands have regularly for the State of Tamil Nadu. So many demands have been put forth but we are neglected, and, even now, our demand has not been fulfilled. Sir, looking at the Railway Budget, we can comment that the Railway Minister has become the representative of the rich people, as this Budget is not for the poor people. (*Interruptions*) I repeat, Sir that the Railway Minister has become the representative of the rich people, not of the poor people. Sir, if you look at this Budget, what appears is the original imbalance. We have been getting a Minister of State for Railways regularly from Tamil Nadu. But they are not at all hearing our demands. If they are getting the allocations, they are providing these allocations to their own Districts, not for our areas. In Tamil Nadu also, there is some imbalance in allocations. Sir, there also appears lack adequate provisions for gauge conversion, new lines and doubling of tracks etc. whereas these requisitions are pending for a long time. Sir, there have been no favours for the poor who are traveling in the second class. Here, it has been Mentioned that there is no additional increase in the railway passenger fares but it is clear that at the time of peak season and heavy traffic, they will immediately increase the fare and freight charges. Sir. As appeared in *The Business Standard* date 25th February, 2006 the hon. Minister for Railways in reply to a question, said, "The only way to improve the railway finances and

revenue was to increase the fare of second class." That is why I mentioned that this Budget is only for the rich, favouring the rich people, not the poor.

The Minister has announced that there is fifty per cent concession to the persons who have lost their limbs due to accident or any other causes, traveling for transplantation of artificial limbs. He has announced so many concessions. It is a welcome feature. He has also announced some concessions for the farmers and milk producers traveling for training purposes etc. Sir, as far as the transportation of food grains and fertilizers is concerned, there is no concession. It is also directly related with the farmers. So, our demand is that some concession in the transportation of food grains and fertilizers should be given and it should be considered and looked into immediately. Sir, with regard to the *Tatkal* scheme, I would like to say that earlier a ticket under this scheme was Rs.50/- higher than the normal ticket. But, now, last year, it has been increased to Rs.150/-. Sir, there are no AC coaches in the *Tatkal* scheme and only the people who travel in the second-class avail of this facility. So, it is also affecting directly only the second-class passengers, the poor and middle class people. It should be taken-care of and the higher rate should be reduced. Sir, I welcome the *grameen* ticket booking service for unemployed rural youth. Sir, our request is that when this scheme is going to be implemented, the State Government should also be included in this scheme because the States will take care of the rural schemes and rural people which will be helpful for the railways. And, I strongly oppose the operation of private conteners which is going to start immediately. I strongly oppose this. It has also been mentioned that Tamil Nadu has got 10 new railway lines and some extension. It is not true, Sir. These are already existing routes and because of gauge conversion only, they were stopped and now they have been started again. So, there is no new line. (*Interruptions*)

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): No, no, don't make wrong statements. ...(*Interruptions*)...

SHRIMATI S.G. INDIRA: They have announced 10 routes, but there is no new route. But, they have announced only the already existing routes, (*Interruptions*) I will tell, Sir. The route between Madurai and Rameshwaram was stopped for gauge conversion work. Now they have re- started it. This is not a new railway line. And also, route from Madurai to Triupati already existed. It was stopped suddenly and it has been started again. I can quote all the examples. This is not the (*Interruptions*). No importance has been given to Tamil Nadu for new lines. Regarding gauge conversion, for the past so many years, we have been demanding for the doubling of line

4.00 p.m.

between Madurai and Chennai. It will clear so much of traffic and we can reach Chennai easily. Our Minister of State is form Tamil Nadu. He knows all this very well. Madurai to Chennai is a very heavy traffic line. It has not been considered in this budget. So, it should be considered, because Madurai is junction for all the southern parts. So, it was stopped and again announced as most of the new trains were stopped and announced. Also, when we look at passenger services, Tamil Nadu has been neglected. Speed trains have been introduced and extended only in the northern part of the country, not to Tamil Nadu and the southern part of the country. It should also be taken care of. Priority should be given to Tamil Nadu in case of speed trains and extension. On seeing the outstanding achievement of the Railways, the Nilgiri Mountain Railways has been declared a World Heritage Site by the UNESCO. We regularly see it in the newspapers and when we go to that area, there is a problem in that railways track. So, special allocation should be given to that heritage train. The track should be taken care of and regular service should be provided to it because so many people, not only from our country but foreigners also, come there to see that heritage train.

So, special care should be given to that train. Regarding the railway staff problems, the main issue is that of the pensioners charges which need Rs. 7,000 crores. Last year, in the Budget Speech, the hon. Minister made an assurance that it would be taken care of in the next year's Budget allocation. But, in this allocation it has been neglected. Their demand is also increasing. So, this also should be taken care of. Sir, the elaborate plan to increase passenger trains on various routes is not possible immediately. He has announced that we have given so many routes and all that. But without additional track capacity, it is not possible immediately to have new trains. There is also a mention about dedicated corridors to strengthen the freight line. It is not possible without new tracks. So, he has mentioned all this just for paper only. This cannot be implemented immediately. Now, the road transport is enjoying economy.

(MR. DEPUTY CHAIRMAN in the Chair)

So, the new track should be immediately founded and the allocation should be given to those lines. Sir, Safety Zone has not been given importance in this Budget. The Special Railway Safety Fund was set up in 2001 with Rs. 17, 000 crore for clearance of arrears of track renewal and replacement of over-aged assets. Out of the total target of 16,538 kilometers, the track renewal work up to 31st March 2005 is 12,138 kilometers. So,

as per the assurance, it has not been fulfilled. So, it should also be taken care of.

Rehabilitation and rebuilding work has been completed in respect of 1,717 whereas further 2700 old bridges are to be reconstructed and rehabilitated. The funds for the Safety Zone are not being used for this purpose. It is used for some other purpose, and they are diverting the funds.

SHRI R. VELU: Don't misinform the House. Since this is a non-lapsable fund. It cannot be diverted.

SHRIMATI S. G. INDIRA: The funds allocated for the purpose of safety should not be diverted. By this fund, we can avoid so many accidents. That is what we are requesting, Sir.

Sir, now I come to gauge conversion. The hon. Minister is well aware of it. Rameswaram is an important place. So many pilgrims visit it. We are demanding it in both Houses, but the funds allocated are limited. For gauge conversion, around Rs. 2500 crore is essential but here it is only Rs. 50 or Rs. 100 crore. Is there any time limit to finish this work of gauge conversion? We are asking it here because it is an important place. The Minister should immediately consider this proposal because it is an important place in our country.

Sir, Manamadurai-Virudunagar, a new line has been announced here. It has been mentioned in the Budget. Its anticipated cost is Rs. 972.4 crores, but allocation is only Rs. 100 crore. When is it going to complete? It will, I think, take 20-25 years because with this amount, we cannot get this. In newspapers and Budget, he has informed that they have given new lines to Tamil Nadu, that is, from Manamadurai and Virudunagar. It is not going to fulfil, if we get allocations like this. So, more allocations should be given. If we have Manamadurai-Virudunagar line, we can have so many broad-gauge trains, and we can have the junctions which will clear the traffic. The Minister is well aware of that.

SHRI R. VELU: Sir, with your kind permission, I would like to clarify it here that it is not 974; it is less than Rs. 100 crore. We will see that it is done.

SHRIMATI S. G. INDIRA: What about Madurai-Rameswaram line? It is long pending.

SHRI V. NARAYANASAMY: Sir, the hon. Member should thank the hon. Minister for giving more trains to Tamil Nadu.

SHRIMATI S. G. INDIRA: Not any new trains.

MR. DEPUTY CHAIRMAN: If you yield, he wants to say something.

SHRIMATI S. G. INDIRA: Only for gauge conversion, it has been ...*(Interruptions)*...

SHRI R. VELU: Sir, I seek your permission to clarify.

SHRI V. NARAYANASAMY: I will quote the figures of new trains.

SHRIMATI S. G. INDIRA: I am also ready to quote. Sir, gauge conversion between Manamadurai and Rameswaram is important. Kindly consider and give importance to it. Sir, you are from Tamil Nadu. So, you should give importance to Rameshwaram. It is long pending. ...*(Interruptions)*...

SHRI R. VELU: Sir, in fact, this is very important thing. ...*(Interruptions)* ... Already we have taken up the work. I assure the hon. Member that it would be given priority because our hon. President of India...*(Interruptions)*...

SHRIMATI S. G. INDIRA: Sir, His Excellency is also from Rameshwaram area. So, you should give importance to this.

MR. DEPUTY CHAIRMAN: That is what he is saying.

SHRI R. VELU: We are also taking interest in it and we are giving priority to it. ...*(Interruptions)*...

श्री जयन्ती लाल बरोट (गुजरात): सरए मैम्बर बोलते हैं, मंत्री जी रोकते हैं। ...(व्यवधान)..

श्री उपसभापति : इनको अभी रिप्लाई दे रहे हैं, बाद में नहीं देंगे। ...(व्यवधान)..

SHRIMATI S. G. INDIRA: A long pending requisition, demand for Tamil Nadu, that is, a new line from Dindigul to Sabrimala. We have been asking for this and we have made so many Special Mentions. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: What is this? ...*(Interruptions)*... Mr. Narayanasamy... *(Interruptions)*... I can't understand.

SHRIMATI S. G. INDIRA: Sir, this is my personal demand for my district. (Interruptions) There is one area between Madurai and Shivganga. You know that area. Village name is Keelavalavu. We are getting granite from there. They are getting the road transport economically. They are well-off; they are enjoying that finance. So, I request for only 60 kilometres or 90 kilometres from Madurai to Karaikudi. If we have this new line from Madurai to Karaikuki, the Railways may get most of the revenue from that line because road transport is enjoying a privilege there. It is my personal requisition and demand for my own district, Sivagangai. Sir, an important

demand is, provision of new broad gauge railway line between Avadi and Sriperumbudur with a railway siding facility at SIPCOT Industrial Complex, Irungattukottai, with a length of about 24.3 kilometres and estimated cost of Rs. 90 crores.

Many of the companies like M/s. Hyundai Motors, Saint Gobain, Ashok Leyland, Ennore Foundries, so many big companies are there. New companies like Nokia, Flextronics, etc. are also coming up in this area.

As the prospect of revival of this project in the normal course is very bleak, Southern Railway suggested that the project could be revived as a composite railway project on MRTS model. I request the hon. Minister to consider this because Tamil Nadu Government and also these big companies are coming forward to have 50 per cent of that expense. So, this project should not be avoided. It should be given priority because Tamil Nadu is having so many companies, and so many new foreign companies are coming. It is very useful to Tamil Nadu. So, this line should be given priority.

During the meeting of the stakeholders, it was felt that as the cost of the project was estimated during July 2004, the project cost and the share contributionof the stakeholders may be re-estimated for this year. It had been estimated in 2004. But now, we are in2006 and it should be re-estimated. These companies and the Tamil Nadu Government should call for a meeting. They are ready to have the participation and they are ready to have the 50 per cent expenditure. So, it should be considered and priority should be given to this Irungattukottai line because the line is only for 24.30 kilometers railway track. Sir, I want to raise another improtant issue. The Railway Police which is working in the region is not getting any family passes for travelling in trains. The officials or the staff members and even the proters are having family passes, but the Railway Police personnel are not having any family passes. They have to wear uniform. Officially, they can go and show their policey card along with their families. Till now, they have not been given family passes. It is a long-pending requisition and demand of the Regional Police personnel. It should be considered on a priority basis. You have also mentioned that the staff should be given priority while providing these passes. So, the Railway Police working in every State, in every region, should be given these passes. Again, I emphasise that the doubling of line between Madurai and Chennai is very important. If we double it, we can avoid heavy traffic. Madurai is a junction of the Southern part of India. Also, regarding Rameshwaram,

You gave the assurance—His Excennelncy is also from Rameshwaram—that at the time of his speech for presenting the next Budget, it would be fulfilled. We shold have a new train ...*(Interruptions)*...

SHRI V. NARAYANASAMY: He can announce it in the next Budget.

SHRIMATI S.G. INDIRA: In the next Budget it should be finished; that is what I am demanding.

About Sabarimalai, everybody knows that people from all over the coutnry go there. From Dindigul to Sabarimalai is a long-pending demand. As the Minister has informed about Nagapatnam, a survey is goign to be undertaken from Nagapatnam to Tiruchirapalli because, already, from Trichy to Kumbakonam we are having a broad gauge line. So, for a very short track from Kumbakonam to Nagapatnam, we have to lay the lines. From Trichy to Nagapatnam, a new survey is not necessary. That should also be considered. So, in this Budget al our demands and requests should be taken care of. the second-class passenger fares should not be increased. With these words, Sir, I finish my speepch.

MR DEPUTY CHAIRMAN: Thank you. Smt. Vanga Geetha. ...*(Interruptions)*...

SHRI V. NARAYANSAMY: Mr. Deputy Chairman, Sir, please allow me to speak for a minute.

SHRI DIPANKAR MUKHERJEE: Sir, don't allow him to intervene like this.

SHRI V. NARAYANASAMY: I am not intervening. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: You are not supposed to reply here ...*(Interruptions)*... Mr. V. Narayanasamy, please don't interrupt.

SHRI V. NARAYANASAMY: Sir, there is very improtant project which they wanted to have for Tamil Nadu. the hon. Minister has given. Sir, for Samrajnagar, that is in Karnataka, to Satyamanglam, the Central Governemnt has sanctioned the funds and the inauguration has ...*(Interruptions)*... The Central Governemnt is going to have a survey. The Tamil Nadu Government is blocking it. ...*(Interruptions)*... Now, she wants more schemes. Why is the Tamil Nadu Governemnt blocking the survey?

MR. DEPUTY CHAIRMAN: Mr. Narayanasamy, this long interventionis not allowed. Smt. Vanga Geetha.

SHRI V. NARAYANASAMY: Now, she wants more trains. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Okey. ...*(Interruptions)*... Okey. It is not necessary. ...*(Interruptions)*... Mr. Narayanasamy, ...*(Interruptions)*...

SHR V. NARAYANASAMY: Kindly tell your Chief Minister. ...*(Interruptions)*...

SHRIMATI S.G. INDIRA: You should not give direction to our Chief Minister. ...*(Interruptions)*... You can give direction to your party and to your supremo, not to our Chief Minister. She knows everything. ...*(Interruptions)*...

SHRI V. NARAYANASAMY: It is not a direction. I said, "Kindly tell her."

SHRIMATI S.G. INDIRA: She is not a person to be told to do the thing. ...*(Interruptions)*... She knows everything. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Mr. Narayanasamy, under which rule are you speaking? ...*(Interruptions)*... Why are you interrupting? ...*(Interruptions)*...

SHRIMATI S.G. INDIRA: She knows everything. ...*(Interruptions)*... She is not a person to be told ...*(Interruptions)*... She is capable of doing the thing onher own ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Why is the Chief Minister coming into the Picture? ...*(Interruptions)*... Time is being wasted. What is this? ...*(Interruptions)*... Indiraji, please sit down. ...*(Interruptions)*... Please sit down. ...*(Interruptions)*... Please sit down. ...*(Interruptions)*... Don't interrupt like this. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Please sit down. ...*(Interruptions)*... Please dit down. ...*(Interruptions)*... Mr. Narayanasamy, this is not right. ...*(Interruptions)*... Mr. Narayanasamy, this is not right Nothing will go on record, ...*(Interruptions)*... This is not correct, ...*(Interruptions)*... There is a limit, please. ...*(Interruptions)*...

SHRIMATI S.G. INDIRA: *

SHRI V. NARAYANASAMY: *

MR. DEPUTY CHAIRMAN: Mr. Narayanasamy, nothing is going on record. ...*(Interruptions)*...

*Not recorded

SHRI V. NARAYANASAMY:*

SHRIMATI BIBBA RAIKAR: (Karnataka)*

SHRIMATI S.G. INDIRA:*

MR. DEPUTY CHAIRMAN: What is happeining? ...*(Interruptions)*... I don't allow. This not proper. ...*(Interruptions)*... You please keep quiet. Please sit down. ...*(Interruptions)*... Mr. Narayanasamy, you are breaking all the rules. It is all right, if a Member intervenes once or twice. Members also feel happy. But please don't do it continuously. ...*(Interruptions)*...

SHRIMATI VANGA GEETHA (Andhra Pradesh): Mr. Deputy Chairman, Sir, thank you very much for giving me this opportunity to participate in the discussion on the Railway Budget for 2006-07. The Indian Railways is one of the largest railway systems in the world under a single management. It has more than 63,000 kilometres of railway lines throughout the country, binding the diverse culture of this country. It is running 8,700 passenger trains daily, carrying about 14 million passengers. It is one of the largest employers and one of the most economic and efficient transport systems.

At the outset, I must say that the Railway Minister deserves our appreciation for taking the Railways to good financial health. There is no increase in the passenger fare for sleeper class in the last three years. It is really a great relief to the poor passengers of this country. This year, even the AC fare has been reduced to compete with low-cost airlines. The passenger earnings of the Railways have recorded a rise of 8.5 per cent and the freight earnings 17.6 per cent. It is a very happy situation that today the Railways have a fund balance of more than Rs. 11,000 crores. The Railway Minister has announced 55 new trains and extended 37 trains. He has also announced an ambitious project of Dedicated Freight Corridor at a cost of Rs. 22,000 crores to increase the goods carrying capacity.

But, Sir, I have certain clarifications to seek from the Minister on certain issues. The supply of wagons for carrying goods has always been a cause of concern for the Railways. The Minister has announced that there will be 25 per cent increase in the wagon production. I would like to know whether the Minister is contemplating private participation in the supply and production of wagons.

Sir, running of slow-passenger trains on busy trunk routes is very uneconomical as these trains erode the precious capacity of busy routes. I would like to know whether the Minister is thinking to reduce the number of slow-passenger trains on trunk routes.

*Not recorded

The Railway Minister is saying that there is no increase in the railway fare. But it is half-truth because 200 trains have been made superfast and, therefore, there is an increase of Rs. 20 in the fares of these 200 superfast trains. The Railways are going to have a huge income from this indirect increase in fare.

Further, there is no mention in the Railway Budget about the exploitation of tourism potential of luxury travel. I would like to know whether the Ministry is going to explore this potential.

There is a surplus balance of Rs. 11,000 crores with the Railways. I would like to know whether any rough estimate has been made about the utilisation of this fund. This is my suggestion that the maximum portion of this balance should be used for safety and providing passenger amenities. South Central Railway is one of the efficient running Railway zones in the country. It contributes a major portion of the revenue. But, unfortunately, this zone has been neglected. People are agitated on this issue of step-motherly treatment. The Indian Railways is over-staffed. The approach paper to the Tenth Five Year Plan advises Indian Railways to contain administrative costs, including pension, implying that staff strength be reduced to around 12 lakh. A large number of the employees need to be retrained and redeployed in more gainful manner. There are other areas where economy can be observed such as store purchase which amounts to an annual bill of about Rs. 12,000 crores. Sir, regarding safety and increasing train accidents, about hundreds of bridges are more than 100 years old. We are talking about safety of trains. I want to know when you are going to rebuild the bridges which are more than hundred years old. What is the time bound programme for it? Four years ago, Railway Safety Fund with a corpus of Rs. 17,000 crores was created to minimise train accidents, but there is no significant fall in the number of accidents. How has the money been utilised? What are the various safety projects that have been funded? Further, how much money from the balance of Rs. 22,000 crores is proposed to be utilised for passenger safety? Accidents at unmanned railway crossings are quite frequent. How is the Government proposing to tackle it? Why can't we depute men on all unmanned crossings? It will provide employment, as well as, save precious human lives. Regarding working of Commissioner of Railway Safety, Office of the Chief Commissioner of Railway Safety/Commissioners of Railway Safety has been created to go into the causes of railway accidents. With a view to giving independence to these authorities, they have been put under the administrative control of Ministry of Civil Aviation. Although the appointment

of Chief Railway Safety Commissioner is an independent appointment, but the post of Deputy Commissioners of Railway Safety/Commissioners of Railway Safety are filled up from the officers of Railways on deputation. therefore, the Officer of the Chief Railway Safety Commissioner is not insulated. This puts a question mark on the independence of these offices. Accordingly, there is a need to find out some ways and means to create an independent agency to inquire into the railway accidents. Regarding increasing crime in Railways, there are regular incidents of thefts and loots taking place in running trains. Harassment and molestation of girls/ women in ladies compartments are regularly reported. Railways should take care of them. Regarding passenger amenities, cancellation charges on reserved tickets are on higher side. In many countries, no cancellation charges are deducted on cancellation. On the one hand, we are saying trains are full and it is difficult to get reservation and on the other hand, cancellation charges are levied. Why can't cancelled tickets be given to persons who are in the long waiting list without deducting cancellation charges? The Railway Minister has taken a welcome step to provide facilities of reservation in rural and remote areas. Sir, shortage of waiting halls and rest rooms at railway stations are there. Passengers are sleeping and relaxing on platforms. Unhygienic conditions of railway platforms and toilets in trains are there. Sometime back, the Railway Minister had announced the introduction of disposable toilet system in the Indian Railways. I want to know the details, in this regard and the progress made in this direction. Maintenance of platforms and toilets in trains should be outsourced for better maintenance. The sale of cigarettes and other tobacco products has been banned in trains and platforms but, in fact, these items are freely available in many trains and platforms. Sometime back, there was a proposal to grow *Jatropha* along the railway stretch and the wasteland belonging to Railways in order to produce bio-diesel. I would like to know whether any progress has been made in this regard, because bio-diesel, as a product of Jatropha, can go a long-way in reducing our dependence on imported fuel. I would also like to know from the hon. Minister whether the Railways is also using bio-diesel. If so, what is the percentage of bio-diesel that is being mixed with diesel for the operations of Railways?

Finally, Sir, recently, we met the hon. Railway Minister and submitted a Memorandum on behalf of the State of Andhra Pradesh for sanction of certain project for A.P. It was an All-Party delegation which gave a representation to the hon. Minister. There are many projects in the Memorandum. Sir, with Your permission, I wish to mention some of these

projects here. These are all on-going projects. The first one is about gauge conversion, it is Dharmavaram-Pakala. There is a new line for construction. It is Peddapally-Karimnagar-Nizamabad. The second one is Nandyal-Yerranguntla line. The third one is Kotipally-Narasapuram line. I think, you remember, Sir, the hon. Minister of Railways came to Kotipally and Konassema of East Godavari, visited all places and you also laid a foundation-stone for a Railway Station. This is the project with an estimated cost of Rs. 645 crores. But, in this Budget, you have allocated only Rs. 10 lakhs! We don't know how many years will it take to complete this important project. You also know about Konaseema. It is in a corner of the district. But, it has great potential. It grows coconut, paddy and other commercial agricultural crops. This line is economically viable. It is not only economically viable, but it also helps more passengers to travel. This line connects two districts.

The second one is, Kakinada-Pitapuram. The hon. Minister is also aware that this is also an important line, because Kakinada is one of the corner places in the State. It is not situated in the main line. It has a big port and has got two fertilizer plants. It is a very small project, stretching to about 21 kms. It requires just Rs. 60 crores. In this Budget, you have allocated only Rs. 1 lakh! We don't know how much time will it take? We also don't know what is the fate of these two lines. You have allocated Rs. 1 lakh for one line and Rs. 10 lakhs for another project which is to be completed with an estimated cost of Rs. 600 crores! Sir, the hon. Minister has also inaugurated Kakinada-Kotipally restoration line. The hon. Minister can remember this. Without continuation of this project, the other projects become waste. It has to be completed with an estimated cost of Rs. 60 crores. So, I request the hon. Minister to kindly keep these projects in mind and do the needful.

MR. DEPUTY-CHAIRMAN: Madam, you have taken thirteen minutes. You have one more Member to speak from your party. If you speak for a longer duration, then, how can he get time to speak?

SHRIMATI VANGA GEETHA: I will take two or three more minutes.

SHRI RAVULA CHANDRA SEKAR REDDY (Andhra Pradesh): These are the issues relating to A.P,. The hon. Minister may respond to these. He has intervened, now-and-then, when the Member from Tamil Nadu spoke.

MR. DEPUTY-CHAIRMAN: That is a special privilege.

SHRIMATI VANGA GEETHA: Sir, I will take only two more minutes.

Now I come to new Railway lines and gauge conversion. The first one is Cuddapah-Bangalore. It is a stretch of 172 Kms. The second one is Guntakal-Kallur. It is a stretch of 40 kms. The third one is Jaggayyapeta-Vishnupuram or Jaggayyapeta-Mellacheruyu ROR (38 per cent) Then, we have Vijayawada-Repalle. The next one is Bhadrachalam-Ashwaraopeta-Sattupally-Jangareddygudem.

Then, Sir, I come to new survey lines. The first one is Raidurga-Tumkur *via* Kalyandurga-Bhaoguda-Madeksira-Madhugiri. The next one is Hyderabad-Guntur-Vijayawada via Nadikudi, Vijayawada-Narsapuram and Gurupur to Raigada. Then, we request for new superfast trains between New Delhi and Secunderabad, Secunderabad and Bangalore.

The next one is extension Secunderabad-Kurnool-Tungabhadra up to Dharmavaram *via* Guntakal. Then, Secunderabad-Visakhapatnam (Superfast), Narasapur-Tirupati Passenger train and Visakhapatnam-Chennai (Superfast).

Sir, there are also other issues. These are also very important ones. The first one is the establishment of a Railway Division at Kazipet, along with the existing six Divisions of South Central Zones. The second one is that the Waltair Division should be merged with the South Central Railway with headquarters at Secunderabad. Or, Visakhapatnam should be made headquarters of East Coast Railway, instead of Bhubaneshwar. Thank You.

**श्रीमती माया सिंह** (मध्य प्रदेश): उपसभापति जी, आपने मुझे रेल बजट पर बोलने का जो मौका दिया है, उसके लिए मैं आपकी आभारी हूं। यहां एक बात माननी पड़ेगी कि रेल मंत्री जी रेल बजट पेश करते वक्त इस बात का खास ख्याल रखने में बहुत ही कुशल हैं, माहिर हैं कि रेल बजट पेश करते समय वाहवाही कैसे लूटी जा सकती है, जबकि परिस्थितियां उसके ठीक विपरीत होती हैं। मैं माननीय सदन को यह याद दिलाना चाहती हूं कि मंत्री जी का जो पहला रेलवे बजट था, उसमें उन्होंने कुल्हड़ और खादी से शुरू किया था, सदस्यों ने उसका खूब स्वागत किया था और कहा था कि देश स्वदेशी की ओर बढ़ गया है, लेकिन देखते ही देखते कुल्हड़ तो पता नहीं, कहां गायब हो गए और खादी भी अपना वर्चस्व नहीं बचा पाई। इसी प्रकार दूसरे साल इन्होंने जन-साधारण का बजट कहकर अपना पल्ला झाड़ लिया था और अब तीसरे साल यह जो बजट इन्होंने हम सब के सामने पेश किया है, इसमें बहुत कुछ कहने को नहीं है। इसमें बहुत सारी योजनाओं को लेकर बड़ा लोक-लुभावन बजट पेश किया है, लेकिन अब आप गरीबों को धोखा नहीं दे सकते हैं।

उपसभापति जी, इस रेल बजट में यात्री किराया न बढ़ाकर मंत्री ने बहुत ही वाहवाही लूटने की कोशिश की है, लेकिन बजट के जो प्रस्ताव हैं, उन प्रस्तावों को देखकर ऐसा नहीं लगता कि यह रेल

बजट हमारे भारत जैसे देश का रेल बजट है। हमारे देश के अंदर तीन-चौथाई आबादी गांवों और कस्बों में बसती है, यहां पर 40 प्रतिशत लोग गरीबी रेखा से नीचे अपना जीवन-यापन करते हैं, लेकिन रेल मंत्री जी को एअर-कंडीशंड, वातानुकूलित श्रेणी की चिंता अधिक है, हवाई यात्राओं से मुकाबला करने की उनकी ख्वाहिश इसमें ज्यादा दिखती है और दूसरे दर्जे में सफर करने वाला जो आम आदमी है, उसकी उन्होंने इस बजट में कोई चिंता नहीं की है। उन्होंने ए॰सी॰ का किराया तो कम किया है, लेकिन उन्हें दूसरे दर्जे का ख्याल तक नहीं आया। मुझे याद आता है, रवि शंकर जी ने भी कहा, मधु दंडवते जी ने जो पहली बार अपना रेल बजट पेश किया था, तो उन्होंने दूसरे दर्जे की जो सीटें होती हैं, उन पर गद्दे लगवाए और हर डिब्बे में पानी के लिए घड़े रखवाने की व्यवस्था की थी।

उपसभापति जी, रेल मंत्री जी अपने को जे॰पी॰ का शिष्य मानते हैं, लेकिन आम आदमी के प्रति जे.पी. जैसी पीड़ा उनके इस रेलवे बजट में कहीं दिखाई नहीं देती है। मुझे तरस आता है हमारे अपने सम्मानीय वामदल के सदस्यों के प्रति, कि एक तरफ तो वे सर्वहारा की बात करते हैं और दूसरी तरफ लालू जी के इस ए॰सी॰ बजट का बड़ी ,खमोशी से समर्थन करते दिखते हैं। गरीबों के लिए लालू जी ने कई रेल-गाड़ियां चलाने का प्रस्ताव इस रेल बजट में किया है और कहा है कि इसका किराया थर्ड ए॰सी॰ के किराए से 25 प्रतिशत कम होगा। मैं मंत्री जी से यह जानना चाहता हूं कि हमारे देश के अंदर करोड़ों ऐसे व्यक्ति हैं, जिनकी जो आय है, उससे उनको अपने परिवार के सदस्यों को दो वक्त का भरपेट भोजन देना मुश्किल होता है, उन्हें दिन-रात परिश्रम करना पड़ता है, क्या वे इतना किराया देने में सक्षम होंगे? आप ''गरीब रथ'' ए॰सी॰ गाड़ियां चलाना चाहते हैं, इससे आपने उस बात को चरितार्थ किया है, जैसा मुझे याद आता है कि एक नेता से जब एक व्यक्ति ने कहा कि रोटी महंगी हो गई है, तो उसने कहा कि रोटी महंगी हो गई है, तो बिस्कुट और डबलरोटी खाओ, रोटी मत खाओ। तो मुझे ऐसा लगता है कि लालू जी भी वास्तविकता से बिल्कुल हट गए हैं। आज आवश्यकता स्लीपर जनरल ट्रेनों की, जिसमें केवल एक ही सेकेंड क्लास के डिब्बे हों, जिसमें 50 परसेंट अनारक्षित हों और 50 परसेंट आरक्षित हों और ये 24 डिब्बे वाली ऐसी ट्रेनें होनी चाहिएं। मैं भूली नहीं हूं और मुझे लगता है कि शायद लालू जी भी भूले न हों। लेकिन मेरी आंखों के सामने आज भी वह घटना और वह दृश्य है जबकि बिहार के लोग छठ पूजा करने के लिए स्टेशन पर गए, पिछले साल का ही वाकया है, तो वहां क्या दुर्गति हुई थी। स्टेशन पर इतनी भीड़ थी, लालू जी स्वयं सदन को बताएंगे कि उस वक्त कितने लोग घायल हुए, कितने लोग कुचलकर मर गए और क्या व्यवस्था थी। यह जानते हुए भी कि छठ पूजा के लिए स्टेशंस पर भारी भीड़ होती है, बहुत बड़ी संख्या में लोग ट्रेनों में सफर करते हैं, वहां व्यवस्था क्यों नहीं की गई? तेज गति से चलने वाली ट्रेनों में जनरल बोगियों की संख्या कम होने से गरीब लोगों के लिए इन ट्रेनों में यात्रा करना मुश्किल होता चला जा रहा है। ट्रेनों में भीड़ इतनी खचाखच रहती है और यहां तक कि ट्रेन के अंदर घुसने का जो पैसेज होता है, उसमें भी लोग बुरे तरीके से भरे रहते हैं तथा जिन सीटों पर मुश्किल से पांच व्यक्ति बैठ सकते हैं, उन सीटों पर दस-दस, पन्द्रह-पन्द्रह व्यक्ति बैठते हैं और बोगियों से निकलने

और शौचालय तक जाने के लिए भी लोगों को एक दूसरे को धक्का-मुक्की देकर वहां तक पहुंचना पड़ता है। जगह न होने के कारण कई यात्री दरवाजे पर लटके नजर आते हैं और जरा सी भी पकड़ ढीली होने पर वे हादसे का शिकार हो जाते हैं। आए दिन ऐसे कितने ही हादसे होते रहते हैं जिनमें कि कितने ही लोग अपना जीवन खो देते हैं।

महिलाओं के लिए भी मैं मंत्री जी से कहना चाहती हूं कि वे बच्चियां या छात्राएं, जो पढ़ती हैं, वे ट्रेनों में अकेले सफर करती हैं, उन्हें अकेले सफर करना पड़ता है और आजकल ट्रेनों में सफर करना बहुत जोखित भरा काम हो गया है, इसलिए महिलाओं की सुरक्षा के लिए मंत्री को खास ध्यान देने की जरूरत है। उपसभापति जी, पहले महिलाओं के लिए सभी गाड़ियों में आरक्षित डिब्बे होते थे, अभी भी हैं, लेकिन अब वे लगभग समाप्त जैसे हो गए हैं और अगर कहीं हैं भी, तो वहां उनमें असामाजिक तत्व कब्जा कर लेते हैं, उनमें कभी चैकिंग नहीं होती है और उन डिब्बों में महिलाओं के साथ छेड़छाड़ तो एक आम बात है। महोदय, पिछले बजट में रेल मंत्री जी ने कहा था कि रेलवे सुरक्षा बलों में वे महिला स्क्वॉड की व्यवस्था करेंगे। मैं मंत्री जी से पूछना चाहती हूं कि आज कितने प्रतिशत महिलाएं आर०पी०एफ० में हैं? मुझे तो कोई दिखाई नहीं देती है, जबकि बजट में मंत्री जी ने वायदा किया था कि वे महिलाओं को वहां पर रखेंगे।

उपसभापति जी, धवन साहब ने भी आर०पी०एफ० की तारीफ की है, मैं भी तारीफ करती हूं, लेकिन इसके साथ-साथ उसमें जो कमियां या खामियां हैं, उनकी तरफ भी हमें ध्यान देना होगा। अगर आर०पी०एफ० में बड़ी संख्या में महिलाएं होती हैं तो इन सशस्त्र बलों में महिलाओं के ड्यूटी पर होने के कारण डिब्बों में, प्लेटफार्म पर और अन्य जगहों पर असामाजिक तत्व भी उनसे घबराते और जो शर्मनाक घटनाएं पिछले वर्ष घटी हैं, वे शायद न घटतीं। मुझे याद है मुम्बई से लखनऊ जा रही पुष्पक एक्सप्रेस की जनरल बोगी में रात के समय, जब वह ट्रेन विदिशा में रुकी थी, उसके समीप ही कुछ अज्ञात लोग उस ट्रेन में चढ़ गए तथा एक महिला के साथ उन व्यक्तियों ने रेप किया और कट्टे की नोक पर उन्होंने सारे यात्रियों को लूटा, जिन्होंने उनका विरोध किया, उनको डिब्बे से बाहर फेंक दिया गया और ललितपुर स्टेशन पर जाकर सब लोग उतर गए। इसी तरीके से एक दूसरी घटना है, जिसका जिक्र मैं यहां पर करना चाहूंगी कि दिल्ली-हावड़ा तूफान एक्सप्रैस में मधुपुर स्टेशन से पहले, दिन के समय, पांच लोगों ने एक महिला के साथ सामूहिक रेप किया, जिनमें दो टिकट निरीक्षक तथा दो रेल-वेंडर शामिल थे। अधिकारियों ने जब उस महिला से पूछताछ की तो उस महिला ने उन अधिकारियों के सामने कुछ पुलिसकर्मियों पर भी आरोप लगाए थे। एक अन्य घटना सियालदाह-नई दिल्ली एक्सप्रैस की है, जिसमें कि कम्पनी के एक वरिष्ठ अधिकारी को सीमा सुरक्षा बल के जवानों ने चलती ट्रेन में बंधक बना लिया, उसके साथ मार-पीट की। ऐसी एक नहीं, अनेक घटनाएं हैं, जिनको समयाभाव के कारण मैं यहां बताना उचित नहीं समझती। जिन्हें मैं समयाभाव के कारण बताना उचित नहीं समझती, लेकिन इस तरह की घटनाओं ने पूरे रेलवे के महकमें को झकझोर दिया है। रेल यात्रा करना तो बाज एक तरह से डरावने सपने जैसा लगने लगा

है। इसी तरह से मैं मंत्री जी से यह भी कहना चाहूंगी कि मंत्री जी स्टेशनों पर अनेक सुविधाएं तो दे रहे हैं जैसे एटीएम, ई-टिकेटिंग इत्यादि की सुविधा दी जा रही है। ग्रामीण क्षेत्रों के अन्दर टिकेट बिक्री की व्यवस्था भी वे करवाने जा रहे हैं, तो क्या मंत्री जी यह बताएंगे कि यह जो नई-नई व्यवस्थाएं की जा रही हैं, उनमें महिलाओं को भी अवसर दिए जाएंगे या नहीं? हर स्टेशन पर अगर एक बूथ का संचालन महिलाओं को दे दिया जाए, इससे कुछ प्रतिशत महिलाओं को रोजगार प्राप्त होगा।

रेलवे विभाग में हर वर्ष तीन-चार बड़ी दुर्घटनाएं और छोटी-मोटी अनेकों दुर्घटनाएं होती रहती हैं, जिनके कारणों में वे पुल का टूट जाना, गैंग-मैंन की चूक से रेलगाड़ी का एक-दूसरे से टकरा जाना इत्यादि बताते हैं। ऐसी दुर्घटनाओं में अनेकों की मुत्यु हो जाती है,सैकड़ों व्यक्ति घायल हो जाते हैं। दुर्घटना अपने आप में ही बहुत दुखद होती है। उपसभापति जी, प्रश्न यह है कि क्या इससे बचा नहीं जा सकता? क्या इससे बचाव के उपाय नहीं किए जा सकते? प्रत्येक दुर्घटना के बाद एक जांच समिति बैठा दी जाती है, वह अपनी रिपोर्ट दे देती है और बात बस वहीं पर खत्म हो जाती है। मरने वाला कौन था, कभी-कभी तो उसकी पहचान तक नहीं हो पाती है। यदि पहचान हो भी जाए तो उन्हें और उनके परिवार वालों को थोड़ा सा ही मुआवज़ा देकर उसकी इतिश्री कर दी जाती है। उसके बाद उस परिवार की क्या हालत है, उन्हें किन-किन दुखों का सामना करना पड़ता है, इसकी तरफ किसी का ध्यान भी नहीं जाता है।

उपसभापति जी, यह सब कहने के पीछे मेरा भाव यह है कि प्रत्येक रिपोर्ट में यही कहा जाता है कि दुर्घटनाएं मानवीय चूक के कारण होती हैं, अधिकांश दुर्घटनाओं में यही कारण बताया जाता है। रेलवे के जो कर्मचारी हैं, वे अत्यंत कठोर एवं अमानवीय परिस्थितियों में, रात-दिन एक करके ड्यूटी देते हैं और जब स्टाफ कम हो तब क्या होगा? जैसा कि रेल मंत्री जी ने अपने बजट भाषण में भी बताया है कि रेलवे में दिन-प्रतिदिन स्टाफ घट रहा है और काम बढ़ रहा है। मेरे कहने का मतलब यह है कि स्टाफ की कमी के कारण काम करने वाले जो कर्मचारी हैं, उनके ऊपर काम का इतना अधिक बोझ बढ़ जाता है, इतना अधिक मानसिक तनाव रहता है, उन्हें थकान हो जाती है, साथ ही वे अपने परिवार से दूर रहते हैं और रात-दिन अपनी ड्यूटी देते रहते हैं, इतना अधिक बोझ होने के कारण उनकी इस तरह से तनाव में रहना संभव भी है। एसी के चार-चार कोचिज़ में एक ही टीसी सबकी देखरेख कर रहा है और उनको छोड़ने के लिए कोई रिलीवर भी नहीं होता है। इन सब बातों की ओर भी मंत्री जी का ध्यान जाना चाहिए। मेरा मंत्री जी से यहा आग्रह है कि यदि स्टाफ कम है तो भर्ती करें। स्टाफ इतना कम भी न कर दें कि जिससे व्यक्ति की कार्यकुशलता ही खत्म हो जाए। जो व्यक्ति रेलवे से यात्रा करते हैं, उनके साथ करोड़ों लोगों का जीवन जुड़ा है।

दुर्घटनाओं को टालने के लिए पुराने पुलों की जांच की जाए और उनकी मरम्मत की जाए। वर्षों पुराने ऐसे पुल हैं, जिनकी कोई देखभाल नहीं की जाती है, जिनकी मरम्मत नहीं की जाती है। आगे दुर्घटनाएं कभी भी हो सकती हैं, साथ ही साथ ट्रेन के ट्रैक में भी सुधार किया जाना चाहिए।

उपसभापति जी, मुआवजा कोई माइने नहीं रखता है मानव जीवन अमूल्य है, इसकी रक्षा की हमें और अधिक चिन्ता करनी होगी, इसकी तरफ हमें ध्यान देना होगा। रेलवे सुरक्षा की ओर विशेष ध्यान देने की आवश्यकता है। मंत्री जी ने अपने बजट में सुरक्षा के लिए केवल 10 प्रतिशत बजट ही बढ़ाया है। यात्रियों तथा माल की सुरक्षा, चाहे वह किसी भी प्रकार से हो, की जानी चाहिए। लूट-पाट या हत्या की एक-दो घटनाएं हम रोज़ाना समाचार पत्रों में पढ़ते हैं।

अभी हमारी दूसरी बहनों ने भी कहा और मैं इसके बहुत ज्यादा विस्तार में नहीं जाना चाहती हूं कि रेलगाड़ियों के भीतर, विशेषकर जो सैकेन्ड स्लीपर हैं, उनके शौचालयों में गंदगी इतनी ज्यादा होती है कि उसकी दुर्गन्ध जहां बोगी में लोग बैठे रहते हैं, वहां तक आती है। मुझे लगता है कि जिस स्टेशन से ट्रेन चलती है, उसके बाद लास्ट स्टेशन पर ही उसकी सफाई होती होगी, बीच में तो सिर्फ दिखावा ही होता है। इसी तरह से पैन्ट्री में काम करने वाले जो लोग हैं, सफाई और गंदगी में क्या अन्तर है, उन्हें इसकी जानकारी दी जाए। उनकी कोई भी ट्रेनिंग नहीं होती है, इसलिए उन्हें ट्रेनिंग दी जाए। उन लोगों को मिनिमम हाइजीन स्टैंडर्ड्स के बारे में पता होना चाहिए। उनमें काम के प्रति नो डिवोशन नो डेडिकेशन देखा जाता है, इसलिए ऐसे जो व्यक्ति हैं, जिन्हें इस प्रकार के किसी भी कार्य के लिए रखा जाता है, उनकी ट्रेनिंग की व्यवस्था भी मंत्री जी अपने विभाग के माध्यम से करवाएं। पैंट्री कार की डिजाइन बदलनी चाहिए। यह बहुत ही पुरानी और खराब हालत में हैं। मैं कल ही पंजाब मेल से आ रही हूं और उसमें मैंने यह सब देखा है। मंत्री जी ने अपने रेल बजट में 55 नई रेलगाड़ियों को चलाने की घोषणा की है, उसमें 15 अकेले बिहार के लिए हैं। बहुत सारे राज्य हैं - मध्य प्रदेश है, गुजरात है, राजस्थान है इन सब प्रदेशों की उपेक्षा मंत्री जी ने क्यों की है? मध्य प्रदेश में दूरदराज रहने वाले सैकड़ों आदिवासियों ने आज तक रेलगाड़ी की सीटी तक नहीं सुनी है। वोरा जी, यहां पर बैठे हैं। वोरा जी बतायेंगे कि छत्तीसगढ़ में कितने स्थानों पर रेलगाड़ियां चलती हैं, कितने आदिवासी लोग वहां रेलों में सफर करते हैं। मंत्री जी उन्होंने आज तक ट्रेनों की सीटी नहीं सुनी है। वे सुने भी कैसे? वह वाली कहावत है, *इसलिए हम लोग तो बीच में छूट ही गये। मंत्री जी से मेरा विनम्र आग्रह है कि वे पूरे राष्ट्र के मंत्री हैं, कुछ प्रदेशों के नहीं, उनका ध्यान सभी प्रांतों में समान रूप से जाना चाहिए। मध्य प्रदेश भारत का सबसे बड़ा प्रांत है। वहां पर रेल संबंधी नये कल-कारखाने लगाये जाने चाहिए। मध्य प्रदेश के उन इलाकों में जहां पर रेल की व्यवस्था नहीं है, वहां पर रेल की व्यवस्था हो, जहां समाज के निर्धन व्यक्ति रहते हैं, उन्हें भी रेल में बैठने का मौका मिलना चाहिए।

मैं मध्य प्रदेश से हूं इसलिए मैं अपने मध्य प्रदेश के बारे में कुछ विशेष बातें यहां मंत्री जी के सामने रखना चाहूंगी। पिछले वर्ष जो आपने .....(समय की घंटी)..... उपसभापति जी, मैं पांच मिनट का समय और लेना चाहूंगी। मंत्री जी ने नई रेल गाड़ियों की घोषणा की थी, उनका क्या हुआ? मैं जानना चाहती हूं कि निजामुद्दीन-चित्रकूट, निजामुद्दीन-मदुरई अभी तक चालू नहीं हुई है। जो चल रही है वह दिल्ली से आगरा, मथुरा, ग्वालियर, भोपाल आदि स्टोपेज नहीं होने से गाड़ियां खाली

*Expunged as ordered by the Chair.

जा रहीं हैं, जिनका इन नगरों को लाभ नहीं मिल रहा है। अगर स्टेपेज हो जाये, तो पर्यटकों तथा तीर्थयात्रियों को इससे लाभ मिलेगा।

उपसभापति जी, जो 1107/1108 बुन्देलखण्ड एक्सप्रेस को ग्वालियर से जयपुर, अजमेर वाया आगरा, मथुरा, गोवर्धन, अलवर, जयपुर होकर चलाने से पूरे बुन्देलखण्ड, आगरा, ग्वालियर, राजस्थान के पर्यटकों को इससे लाभ मिलेगा।

इसकी तरीके से ग्वालियर से नीमच के बीच वाया शिवपुरी, गुना, कोटा,चित्तौड़गढ़ होकर नई एक्सप्रेस ट्रेन चलनी चाहिए जिससे पर्यटन की दृष्टि से लाभ मिलेगा और ग्वालियर से मंदसौर का सीधा संबंध जुड़ सकेगा।

ग्वालियर-भोपाल प्रातःकाल कोई ट्रेन नहीं है, अतः मेरा मंत्री जी से विनम्र आग्रह है कि इंटरसिटी प्रातः 5.45 बजे चले और 10 बजे भोपाल पहुंचे और भोपाल से शाम 5 बजे वापस होकर 10 बजे रात्रि में फिर ग्वालियर आ जाये। इसी तरीके से ग्वालियर-इन्दौर ट्रेन को वाया मक्सी देवास होकर चलाने का मेरा मंत्री जी से अनुरोध है। जयपुर इंटरसिटी को भी, जिसके बारे में मैंने मंत्री जी से दो-तीन बार पत्र के माध्यम से भी अनुरोध किया है और मंत्री जी ट्रायल बेस पर जो इंटरसिटी है आगरा से जयपुर वाली, उसको अभी वर्तमान में ग्वालियर से जयपुर चला रहे हैं। मेरा आपसे आग्रह है कि उसको भी आप नियमित करें, तो हमारे मध्य प्रदेश वासियों को और खासतौर से ग्वालियर अंचल वालों को इससे बहुत लाभ मिलेगा।

इसी तरीके से 355/356 आगरा-बरेली सवारी गाड़ी को ऋषिकेश तक चलाना चाहिए।

श्री उपसभापतिः माया सिंह जी, यह जो आपने कहा है * यह अनपार्लियामेंट्री है, यह रिकार्ड से निकाल दिया जायेगा।

श्रीमती माया सिंहः सर,ठीक है। आई एग्री विद यू। सर, आगरा-बरेली सवारी गाड़ी को ऋषिकेश तक चलाना चाहिए तथा उक्त सवारी गाड़ी को आगरा से झांसी तक करना चाहिए। इसको वाया चंदौसी,टुंडला, अलीगढ़ के लिए सीधी ट्रेन झांसी से होगी और एनसीआर के ट्रैफिक के लिए भी इससे फायदा होगा। इन्दौर-देहरादून और उज्जैन-देहरादून को अलग-अलग ट्रेनें चलती हैं, इनको एक करके एक ही ट्रेन इन्दौर-देहरादून चलानी चाहिए और रोज चलानी चाहिए तथा इसका रनिंग समय कम किया जाना चाहिए एक गाड़ी 5046/5045 सप्ताह में एक बार ग्वालियर से अहमदाबाद जाती है, लेकिन यह अहमदाबाद पहुंचने में 24 घंटे का समय लेती है। अगर इसको शिवपुरी-गुना होकर चलाया जाये तो 182 कि०मी० की बचत होती है। अभी यह गाड़ी झांसी बीना होकर जाती है जबकि उस लाइन पर साबरमती आलरेडी एक ट्रेन चलती है।

मध्य प्रदेश की एक योजना वर्षों से लम्बित पड़ी है, बजेटेड है। बजेटेड है, इंदौर-दाहोद, जो धार-झाबुआ और गुजरात के आदिवासी इलाकों को जोड़ती है। झेलम एक्सप्रेस का भी, मैं मंत्री जी

*Expunged as ordered by the Chair.

से आग्रह करुंगी कि दतिया में उसका ठहराव दें। इसी तरीके से भिण्ड, उरई, महोवा, राठ – नई रेलवे लाइन का सर्वे हो चुका है, प्रोजेक्ट तैयार है– इस पर बजट अलॉट करने के लिए मंत्री जी से मैं आग्रह करती हूं।

उपसभापति महोदय अभी मैंने यहां पर जो सुझाव दिए हैं, उन सुझावों के संबंध में खास तौर से मेरा मंत्री जी से आग्रह है कि मध्य प्रदेश की ओर भी वे थोड़ा सा ध्यान दें। यह सच है और रेल मंत्री जी स्वयं भी मानेंगे कि आज रेलवे की लगभग दो से अधिक परियोजनाएं लम्बित पड़ी हैं और उनमें निर्माण कार्य रुका पड़ा है। अगर कहीं चल भी रहा है तो वह इतनी मंद गति से चल रहा है कि ऐसे में परियोजनाओं की लागत बढ़ जाती है और पता ही नहीं चलता कि वे कितने लम्बे समय तक चलेंगी – इसमें गुना और इटावा रेल लाइन है जो कि पुराने समय में माधव राव सिंधिया जी रेल मंत्री थे, तब चलाई थी और वह अब तक चल रही है।

श्री उपसभापति: अब आप समाप्त करिए क्योंकि आपकी पार्टी के केवल 30 मिनट बचे हैं और चार मैंबर्स और बोलने वाले हैं।

श्रीमती माया सिंह: सर, मैं समाप्त कर रही हूं। रेल मंत्री जी से मेरा केवल यह आग्रह है कि जो नयी परियोजनाएं लाएं, उनका स्वागत है किन्तु वे सिर्फ घोषणाएं न हों और घोषणाओं के बाद ठंडे बस्ते में न डाली जाएं। वे केवल वाहवाही लूटने और वादे तक ही सीमित न रहें। वे योजनाएं जमीनी हकीकत बनें, लोग उनका लाभ उठाएं, इतना कहकर मैं अपनी बात समाप्त करती हूं। धन्यवाद।

SHRI B.K. HARIPRASAD (Karnataka): Thank you, Mr. Deputy Chairman, Sir. I rise to support the Railway Budget presented by Shri Lalu Prasadji for 2006-2007.

Sir, the Railway Budget, 2006-07, is the second in succession by the UPA Government and it reflects the efforts at consolidation of the functioning of Railways, rather than attempting expansion beyond the capacity of the Railways to mobilise additional resources. It is heartening to note that the Railways have made a turnaround through stepping up freight haulage and other measures of modest scale to start with.

Sir, it has been a tradition and practice; whichever Railway Minister presents the Railway Budget, it has become a ritual for the Opposition to oppose it and criticise it. We are all proud of our Railways, which is one of the largest public sectors in the world with a huge workforce. About fourteen lakh workers are employed in the Railways. Before using any strong words for the Railways, we need to appreciate it. We are all proud of the Railways. It is a symbol of the unity and integrity of the country, which takes people from all around, from kutchch to Kohima, Kashmir to Kanyakumari.

Well, Sir, Shri Lalu Prasadji has presented a Budget, which is a people-friendly Budget, though Shri Ravi Shankar Prasad was critical of his colleague from Bihar. But, I disagree with some of the words that Shri Ravi Shankar Prasad has said about Shri Lalu Prasad. For the last ten years, which includes NDA's rule as also the two years of UPA, we have never discussed about the reforms or about the poor people who travel in the Railways. What we have heard and what we have seen is, members of NDA competing to get the Railway portfolio, rather than reforming the Railways, whether they were from West Bengal or from Bihar.

Sir, I would like to quote one example relating to Shri Nitish Kumar, who was the Railway Minister. He took the then Prime Minister, Shri Atal Bihari Vajpayee, to Supol where the foundation stone was laid for a bridge, which had been constructed by the British and which was in a dilapidated condition. Till now, that project has not been completed. I do not know what they did for eight years, even after laying the foundation stone. It is very easy to criticise the Government or the Railway Ministry, but the fact of the matter is that the Railways are the pride of the country. We all have appreciation for the Railways.

Sir, as far as the reforms are concerned, the major thing that comes to the mind of the common man is the tariff. Shri Lalu Prasad has been very fair to the common man through his fares. As many of the speakers have said, he has not raised the fares of the Railways. My sister from AIADMK said that it is a rich man's railway. I just wanted to know how many times her leader has travelled by rail. People who travel by rail ..*(Interruptions)*...

SHRIMATI S.G. INDIRA: This is not necessary. ..*(Interruptions)*.. How many times your leader has travelled by rail? ..*(Interruptions)*..

SHRI B.K. HARIPRASAD: My leader always go to Raebareily by train. ..*(Interruptions)*.. Sir, my leader travels in train. ..*(Interruptions)*..

SHRIMATI S.G. INDIRA: How many times your leader has travelled by rail? ..*(Interruptions)*..

SHRI B.K. HARIPRASAD: Your leader has not travelled for a single time. ..*(Interruptions)*..Your leader has not seen the train. ..*(Interruptions)*..

MR. DEPUTY CHAIRMAN: Mr. Hariprasad, come to the point. ..*(Interruptions)*... Let us leave all these things. ..*(Interruptions)*..

SHRI B.K. HARIPRASAD: My leader has travelled widely in the country by train. ..*(Interruptions)*..

SHRIMATI S.G. INDIRA: How many times your leader has travelled by rails?..*(Interruptions)*..

MR. DEPUTY CHAIRMAN: The discussion is on Railways. ..*(Interruptions)*..

SHRI B.K. HARIPRASAD: The common man is worried about the fare. As far as Lalu Prasadji is concerned, he is very fair to the common man in terms of fares. He has not attempted to raise the fare of the common man in this Railway Budget. Even in the last Budget also, with all this, he has mobilised the fund for Railways. Sir, many committees have been constituted in the past to go through the revamping of railway administration. Among them, the Rakesh Mohan Committee Report stands out as the most significant encompassing almost all the ills afflicting the Railways today. Most of these recommendations were not accepted or kept in abeyance by the Ministry. Sir, one of the aspects that Rakesh Mohan Committee had gone into deeply is the cross-subsidisation of passenger fares, that is, subsidising the lower class fare through revenue from upper class fares. For the last three-four years, there has been no significant increase in lower class passenger fares because the Government then in power thought it politically expedient not to subsidise the fares. Sir, upper class fares are stretched to the breaking point and threre is no scope for further upward revision of upper class fares. The airlines are offering apex fares on all metro routes and the lowest apex air fare from any point to any point turns out to be cheaper than upper class rail fare, especially Rajdhani and Shatabdi and Mail/Express trains in Ist class and IInd AC. There has been a steady decrease in upper class fare revenue earnings as is borne out by the desperate act of the railways to upgrade lower class passengers to higher classes without deriving any additional revenue. This means that occupancy in upper class is becoming very low. Therefore, there will not be much left to draw from upper class earnings for cross subsidisation of lower class fares. On the lines of Rakesh Mohan recommendations for ending the cross subsidy regime, the Planning Commission has come out with a suggestion that an independent tariff regulatory committee be set up for Railways on the lines of TRAI for telecom. This move is being consistently resisted by the Railway Ministry which wants a free run in matters of tariff fixing. The Planning Commission's latest suggestion should be taken note of. I just want to know from the hon. Minister what does he do about this.

5.00 P.M.

My other point is regarding my State Karnataka. Though we had almost six Railway Ministers in the past, the facilities and the benefits that we got are negligible. Most of our leaders thought of national interest and they were working as national leaders and they did job at the national scene. As far as my State is concerned, ..*(Interruptions)*..

SHRI V. HANUMANTHA RAO (Andhra Pradesh): Mr. Jafar Sharif was the Railway Minister, Sir. ..*(Interruptions)*..

MR. DEPUTY CHAIRMAN: He said, there were six Railway Ministers from Karnataka.

SHRI B.K. HARIPRASAD: Not one. We had six Railway Ministers. ..*(Interruptions)*.. Sir, in the present Budget, Karnataka has been totally neglected by the Railway Ministry. There are some on-going projects in Karnataka, that is, Kuttur and harihar. The total cost of the project is Rs. 130 crore , but they have not allocated even one crore or one lakh to this project. I don't know the fate of this. Then, Hubli-Ankola, Sir, the total cost of the project is Rs.997 crores. They have allotted only Rs. 10 crores. It is better to take it back than allotting a meagre amount of Rs. 10 crores. Estimated cost of Bangalore-Satyamangala project is Rs.901 crores. unfortunately, Sir, I appeal to the hon. Minister to take back the amount which has been allocated. It is just Rs. 1 lakh. I don't know what to do with Rs. 1 lakh for this project. I request the Minister to please take it back; we don't want that.

SHRI R. VELU: Sir, I have a clarification because this issue has been raised time and again. These projects have been sanctioned and also the re-survey has been undertaken. What is now inhibiting is that the forest clearance has not been given. That point was raised by Shri Narayanasamy also. Because of the kind of noise that has been raised, it has not been clearly understood. Once the forest clearance is given, this project can be taken up.

SHRI B.K. HARIPRASAD: Sir, now, I come to other major projects. Total cost of Mysore-Hassan project is Rs. 191 crores. Again, they have allotted Rs. 1 lakh. For yeshwantpur-Salem, the cost is Rs. 199 crores and the allocation for this project in this Budget is Rs. 1 lakh. For Mysore-Chamrajnagar, the cost is Rs. 606 crores and they have allocated about Rs. 45 lakhs. For Yelanka-Chikballapure, Kolar-Bangarpet, the cost is Rs.60 crores and again, this year's allocation is just Rs. 1 lakh. The Shimoga-Talgupa is pending for the past 25 years. The total cost of the project is Rs. 441 crores. This time, they have allocated about

Rs. 22 crores. And, for Solapur-Gadag, the cost is Rs. 265 crores, and the allocation is just Rs. 20 crores. Sir, the total cost of projects in Karnataka is around Rs. 1765 crores. So far, they have allocated only Rs. 87.62 crores. Sir, I think, Karnataka has been totally neglected, though there has been tremendous contribution of Karnataka in the field of IT, BT and even in the electronic industry. I think, Shri Jairam Ramesh will accept that Karnataka is the highest earner in terms of foreign exchange as far as IT is concerned.

SHRI JAIRAM RAMESH (Andhra Pradesh): I think, it is Andhra Pradesh.

SHRI B.K. HARIPRASAD: I think, Karnataka is earning more than Andhra or any other State as far as the IT is concerned. And, they are expanding; they are expanding from Bangalore to Mysore; from Mysore, they are expanding to Mangalore.

Sir, in the last the Budget, we had demanded that the line from Bangalore to Shravanabelagola should be completed because of the Mahamasthakabisheka this year. It is the world's famous Mahamasthakabisheka. I congratulate the hon. Minister for completing that project. Lakhs of people from around the world visited this place they witnessed one of the famous festivals at Shravanabelagola. Further, the problem lies from hassan to Mangalore. There was a metre gauge line earlier, and in the name of gauge conversion, they have abandoned the metre gauge and for the past 15 years, that line is totally abandoned. Probably, the officials of the Railway Ministry have colluded with the road transport operators from Mangalore to Bangalore. That is why, they are delaying this project. It has been pending for the last 15 years. In every Railway Budget, one Member or the other has been demanding to complete this project. But, unfortunately, they have not taken it up. I appeal to the Minister to look into this and find out who is the culprit, who is purposely delaying this project.

SHRI JANARDHANA POOJARY (Karnataka): Sir, the hon. Minister can reply. He can intervene now and he can say something about it. I congratulate him; he is very serious about it. He can say by what time, it will be completed.

SHRI B.K. HARIPRASAD: It has come up to Subramanya.

SHRI R. VELU: I think, we have already promised to complete it by April because goods trains were being already run on trial basis. We will now fine-tune it so that it can be used for passenger trains. I think, delay is because of the very hostile kind of terrain there. In fact, we have great

difficulty in making it possible, and hon. Members should wait for couple of months more.

SHRI B. K. HARIPRASAD: Konkan Railway is even more hostile terrain. When they can complete. it, why not this project? We have been hearing this promise for the past 15 years. It has been pending. Last year also, during the discussion on the Railway Budget, I had spoken on the same issue. ..*(Interruptions)*..

SHRI R. VELU: This is the first time I have.. ..*(Interruptions)*..

SHRI B. K. HARIPRASAD: No, no. This is your second Budget.

MR. DEPUTY CHAIRMAN: Mr. Minister, please address the Chair.

SHRI B.K. HARIPRASAD: Mr. Deputy Chairman, Sir, he is misleading the House... ..*(Interruptions)*..

SHRI JANARDHANA POOJARY: your Cabinet Minister also stated about that... ..*(Interruptions)*.. Let him say. He is very active and efficient also.

SHRI B.K. HARIPRASAD: Sir, another important line in Karnataka is Bangalore-Mysore line. There is a broad gauge line. We had demanded for the doubling of that line. With the joint venture of the State Government, they have completed the doubling of the line up to Ramanagram. Sir, we need this line to go to Mysore because several IT companies are coming up in Mysore.

MR. DEPUTY CHAIRMAN: Still it has not been completed up to Ramanagram.

SHRI B.K. HARIPRASAD: Okay, fine. So, it is a demand from the Deputy Chairman also. It has not been even completed up to Ramanagram. Sir, one of the most famous engineering institutions is there in Ramanagram and students from all over the country come over there for studies.

I appeal to the hon. Railway Minister to take it up and complete this line from Bangalore to Mysore so that even the IT sector will be benefited. Sir, I think, it should be linked to Mngalore from Mysore via Coorg so that the entire IT corridor is pretty developed. Sir, Mangalore has got heavy pressure from the iron-ore mines as huge trucks take iron-ore from Hospet to Mangalore for further exporting it. The roads have vanished on these national highways due to heavy movement of the trucks. If this broad gauge line is completed at the earliest, we will be saving a lot of money and time also.

Sir, the other point I would like to make is with regard to fast track trains. Recently, the hon. Minister has inaugurated the fast-track trains between Delhi and Bhopal. They have stated that it runs at a speed of 150 kilometers per hour. I have my own doubts because it may not go beyond 100, rather 55 kilometers per hour, because there is huge pressure on this stretch. Sir, every train from the south or the North East pass through these lanes. I don't know as to how they could manage this much speed on that track with such a huge pressure of traffic. I want to know: Is there any plan in the Ministry to create a fast track between Chennai and Bangalore, and, Bangalore and Hyderabad because it is also most an inter-State IT corridor and that will be benefiting lot of IT engineers?

With these words, I support the people's friendly Railway Budget presented by Shri Lalu Pasad Yadav under the guidance of Dr. Manmohan Singhji and the UPA Chairperson, Shrimati Sonia Gandhiji. Thank you.

MS. PRAMILA BOHIDAR (Orissa): Sir, for once, I would like to thank the Railway Minister for having listened to the crying baby, that is, my State Orissa. It is said that the crying baby gets the milk and the cracking axle gets the oil. But provision for Orissa in the Railway Budget is not enough.

The Chief Minister of Orissa has been taking keen interest to put the most backward State of Orissa on the path of industrialisation to improve its economy. With 43 steel plants and three aluminium plants lined up annual movement of raw material alone is set to increase by more than 175 million tonnes by 2016. Orissa has one major port at Paradeep and two other ports at Gopalpur and Dhamra which are being developed to international standards. Adequate rail infrastructure is required for port connectivity. The rail network in the State is below the national average.

The jurisdiction of East Coast Railway serving this region is required to be enlarged by extending the jurisidiction of Sambalpur Division with headquarters at Rourkela or Jharsuguda to meet the increased demand of freight and passenger traffic. As per the East Coast Railway, they are operating at about 300 per cent capacity on major arterial routes. When all the new projects are on stream and finished goods hit the rail, it would not be feasible for the railways to handle the freight traffic, unless adequate rail infrastrauctura is developed well before hand.

Early completion of the 155 km Daitari - Bansapani project is of vital importance. Similarly other no-going projects like new lines electrification,

gauge conversion, doubling etc. are also required to be completed in a time-bound manner. Adequate funds for all these projects may be made available to ensure their timely completion to enable people of this most backward State to come up to the National Standard.

Sir, the hon. Railway Minister certainly deserves thanks this time from the people of Orissa, since as against last time, at least, something has been given. That may be a "lollypop" but, my State deserves more. As compared to the national average for every 1000 kms of railway line, Orissa has got only 19 kilometers. This is even after nearly sixty years of independence and planned development. Since 1947, not more than about 500 kilometers of railway line have been added to the railway network in the State. This does not compare well with the national average in terms of population and geographical area.

There are important trunk lines connecting Mumbai-Kolkata-Chennai which run through Orissa. But there are not railway construction, manufacturing and training establishments worth the name any whether in Orissa. I request the hon. Minister to consider setting up of loco repairing, mechanical, electrical and telecommunication training facilities at Rourkela, Jharsuguda and Khurda (Jatni).

There have been long pending demands from the people of Western Orissa for direct connectivity from Titilagarh to Allahabad. A train on daily basis is required to help people visit this holy city for rites and rituals, trade and commerce and also education. This has not been done even in this Budget.

The KBK district are the most deprived. They are tribal-dominated, economically backward. Rail - links are sign of economic progress and emotional integration. Construction work and releated commercial activities add to economic growth. Therefore, it is necessary to lay a railway track between Titilagarh and Koraput *via* Nabrangpur-Briguma and another between Koraput and Malkangiri. This area is disturbed by extremist activities due to socio-economic disparity. Railway links will help being the tribal into the main stream. I urge upon the Minister to start, at least, the survey work for these lines and make provisions in the current railway budget. The Khudra-Bolangir rail line is yet to see the light of the day even after comprehensive survey and feasibility reports have been prepared. Construction work for this line should start immediately with proper budgetary allocation during this financial year.

The Railway Minister is well aware of backwardness since he comes from Bihar. The condition of Orissa is no better. If we have to take pride in our nation each State has to move forward , so also Orissa. Railway is a means of development. I request the hon. Minister to consider these facts.

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## STATEMENT BY MINISTER

### The status of implementation of recommendations contained in the One Hundred and Thirteenth Report of the department-related Parliamentary Standing Committee on Home Affairs

THE MINISTER OF TRIBAL AFFAIRS AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHIR P.R. KYNDIAH): Sir, I lay a copy of the statement regarding the status of implementation of recommendations contained in the one hundred and thirteenth report of the Department-related Parliamentary Standing Committee on Home Affairs.

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## THE BUDGET (RAILWAYS), 2006-07—*Contd.*

**श्री ललित किशोर चतुर्वेदी** (राजस्थान): माननीय उपसभापति महोदय, रेल मंत्री महोदय ने 2006-07 का रेल बजट प्रस्तुत किया है। उन्होंने अपनी पीठ थपथपाने का बहुत प्रयास किया है और कहा है कि रिकॉर्ड उपलब्धि हुई है। मैं कहना चाहता हूं कि पिछले चार वर्षों के अथक प्रयास के बाद, जिनमें दो वर्ष उनके भी हैं, निश्चित रूप से एक गति बनी है, किन्तु उन्होंने जिस गति की चर्चा की है, मैं आपके माध्यम से, वे नहीं हैं, राज्य मंत्री महोदय हैं, उनसे निवेदन करना चाहता हूं कि हम आज भी विश्व के जो अन्य देश हैं, उनसे माल परिवहन में बहुत पीछे हैं। उन्होंने स्वयं अपने भाषण में कहा है कि payload tier-weight ratio 4:1 होना चाहिए, जो बिल्कुल ठीक है। इस नाते अगर पच्चीस टन एक्सेल लोड के वैगन से 90 प्रतिशत क्षमता का उपयोग करें, जो 90 टन तक माल ले जाया जा सकता हैं मैं निवेदन करना चाहता हूं कि हम इस बात का विचार करें। श्री रवि शंकर प्रसाद जी ने ठीक कहा था कि क्या हमारा आधारभूत ढांचा इसके लिए तैयार है? वैगन ट्रैक, आदि अन्य सारी आधारभूत आवश्यकताओं में हम आज भी बहुत पीछे हैं। यदि इतना लोड के जाने का प्रयत्न करेंगे, तो सब wither away हो जाएगा। आज जो दिखता है कि हम सब इस बात को प्राप्त कर सकेंगे, किन्तु कुछ समय के बाद, चाहे ट्रैक हो या चाहे और व्यवस्थाएं हों, इस प्रकार की स्थिति पैदा हो जाएगी। इसलिए मेरा निवेदन है कि जहां उन्होंने इस बात की चर्चा अपने भाषण में की है, वहीं इन व्यवस्थाओं को जिनमें हम पीछे हैं, पहले उनको ठीक करने की व्यवस्था करें।

माननीय उपसभापति महोदय, मैं आपके माध्यम से कहना चाहता हूं कि मैंने इस बजट को आद्योपान्त पढ़ा है। ऐसा लगता है कि यह सारा-का-सारा रेल बजट आम व्यक्ति-विरोधी और गरीब-विरोधी है। धवन साहब बोल रहे थे, तो वे कह रहे थे कि इसमें आम आदमी की चर्चा है। मैं